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[a301]

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[a1351]

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11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
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Hongkong, 1st April, 1909. [a113]

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Hongkong, 11th January, 1911. [172]

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Hongkong, 1st September, 1910. [a48]

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Hongkong, 4th December, 1907. [a32]

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[a213] THE MANAGER.

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MANAGER—MR. H. HAYNES.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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DEATH.

At Kobe, on December 30th, A. A. DA COSTA, aged 43 years.

On January 4th, at the Isolation Hospital, Shanghai, EMMA, beloved wife of M. COURTNEY (Captain of the I. C. S. N. Co.'s str. *Choyang*).

HONGKONG OFFICE: 10A, DES VEGU ROAD C
LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, JANUARY 11TH, 1911.

When Japan fifteen years ago added the island of Formosa to the dominions of the Mikado plans were drawn up with a view to the subjugation of the aboriginal tribes. At that time it was calculated that there were 687 savage tribes in the island representing a total savage population of 113,539 occupying 7,500 square miles of territory, or about one half the entire surface of the island. They are a warlike people allied to the Malays and Polynesians, and live principally by the chase. Formerly they spread over the whole island, but the increasing tide of Chinese emigration between the seventeenth and the nineteenth centuries drove them into the mountain fastnesses. In Mr. DAVIDSON'S book on Formosa he briefly describes their social condition in the following terms: "They have ceased to lead a nomadic life, and now live in villages subject to certain social restrictions. They have emerged from a state of isolated individuality, and are now under the control of chiefs. They no longer make their homes in caves or trees, but have learned to build huts of wood and stone. They have more or less religious ideas and worship the spirits of their ancestors. They have passed from the age of stone and bone as materials

and now utilize iron, though they do not yet understand the treatment of metals. Whereas formerly both sexes went naked, they now wear simple garments. They no longer make fire by rubbing together pieces of wood, but utilize iron and steel. They are not wanting in a sense of the artistic: the designs and colour effects which are shown in their cloth give evidence of this, and some are very skilled in carving." etc. Their predatory habits and head-hunting proclivities, however, have caused the Japanese administration a good deal of anxiety, and military operations against them have been necessary for the protection of the peaceable and law-abiding inhabitants in the plains, and it has been alleged that the policy of the Japanese authorities is to treat the aborigines as if they were vermin to be exterminated. That is a very strong indictment to bring against the authorities and one which we are glad to believe is disproved by the small difference in the census returns of the savage population over the period of fifteen years during which these operations have been in progress. The aim in view has been not to exterminate, but to bring the tribes under civilising influences. So far as our information of these operations has enabled us to judge of them, we have never regarded them in the light of measures to exterminate. The authorities owe it to the law-abiding people of the island to afford them security for their lives, and property, and we are glad to see that a British missionary "not prejudiced on the side of Japanese policy in all matters of administration" is able to testify that the Japanese authorities and military officials, have dealt with the aborigines of Formosa as kindly and humanely as any other nation would have done, under similar conditions. The missionary, whose identity is not disclosed, but who is doubtless well-known to foreign residents in Formosa, since he would seem to have considerable knowledge of the Japanese operations, says the Japanese have lost hundreds of lives in gorilla warfare, and through wholesale massacres, "yet they have never treated the savages in like manner." In short, we gather that the Japanese military authorities have shown most admirable restraint under great provocation and that in the criticisms which have described the methods pursued as "methods of barbarism," there has been "a reckless perversion of actual facts." One instance of this is given. An electrically charged wire is used as a ring fence. This has been pointed to as one of the "methods of barbarism," but the British missionary says of it: "This wire is as harmless as any ordinary fence wire during the day, except in cases of serious uprising on the part of the savages. At night it is charged, but all the savages know this grave fact. The result is that there is hardly any loss of life. On the other hand, without this means of protection—not extermination—the lives of both Chinese and Japanese would be quite unsafe. They would not venture any distance from their homes on the one hand, or from their camp on the other. They would be shot down without a moment's notice and their heads taken as if they were wild boar. Yes, the loss of life would be ten-fold more." Without a full knowledge of the facts it is easy to write with exaggeration about the electrically-charged wire as a weapon of warfare against the simple-minded savage; but while a British missionary who has investigated the situation is able to write of the Japanese dealings with the aborigines as kind and humane we can safely conclude that things in Formosa are not quite so bad as they are sometimes painted.

An American College Club is being formed in Peking.

The engagement is announced of Mr. R. H. Beasley, of the Chartered Bank at Poochow, and Miss Marshall, a visitor to the port.

The British Post Office at Hankow was burglariously entered on the 1st inst., and petty cash amounting to about \$100 was stolen.

The Japanese cruiser *Akikoshima* arrived in port yesterday. The flagship *Tsushima* is expected to-day and the gunboat *Uji* on Thursday.

A social gathering to take leave of Sir Henry and Lady May is to be held at the Y.M.C.A. rooms on Monday.

A cargo boat loaded with tea intended for shipment per the *Somali* was wrecked at Pagoda Anchorage. The goods were fully covered by insurance.

Mr. Werner, at one time British Vice-Consul at Pagoda Anchorage, has arrived at Poochow, relieving Mr. F. E. Wilkinson at H. B. M. Consulate. Mr. and Mrs. Wilkinson and family left for Nanking.

The annual general meeting of the Hongkong Benevolent Society is advertised to take place on Monday next at 12. The Hon. Mr. Henry Keswick has kindly consented to take the chair.

H.E. Sir Frederick Lugard is to present the prizes at St. Stephen's College on Monday next at noon.

A mistaken impression prevails that only ladies may subscribe to the testimonial to be presented to Lady May. We are desired by Mr. P. S. Jameson, the Hon. Secretary, to say that the list is not restricted to ladies; it is open to every one.

The King has granted to Mr. Alexander Smith Harvey, barrister-at-law, his Majesty's Royal licence and authority to accept and wear the insignia of the First Class of the Third Division of the Imperial Order of the Double Dragon, conferred upon him by the Emperor of China in recognition of valuable service rendered by him.

The result of the usual Hygiene Competition for Schools in Hongkong which was held in December has now been published. There were 16 competing teams with 135 competitors. The Boileau Public School obtained the first place, and is accordingly entitled to hold the Shield during 1911. The competitor who obtained the greatest number of marks, Miss Shiu Tak-ling, was a member of the winning team.

We are requested by the Attorney-General, Mr. Ross Davies, to state that a report in regard to his accident that the pony shied and threw him is incorrect, as is also the statement that he was picked up in a "semi-conscious condition." The fact is the pony, while cantering, crossed his legs and fell and Mr. Ross Davies, who was never at all unconscious, proceeded to the Golf Club and afterwards to his rooms entirely unaided. While complying with the Attorney-General's request, we may mention that the inaccuracies did not appear in our own report of the accident.

The variety entertainment in aid of the Soldiers' and Sailors' Home takes place in the Theatre Royal to-night. The programme is very attractive. In the first part there will be Chinese amateur theatricals, with music by a Chinese string band. The theatricals are conducted on European lines and are the first of the kind to appear in the Theatre Royal. In the second part there will be a display of sword and bayonet drill, bayonet fighting, Swedish drill, cutlass drill and a cockade fight with single sticks by seamen of H. M. S. *Monmouth*.

LOCAL SPORT.

ROYAL HONGKONG YACHT CLUB.

The 5th Club Races were sailed on Saturday, 7th inst., in a fresh N.E. breeze.

Eight yachts competed in the Handicap Class, viz.:

Dione, Sir Henry May, K.C.M.G.
Iris, Commodore Eyres, R.N.
Erica, Mr. A. Denison.
Ada, Col. Chapman.
Kathleen, Officers, R.E.
Colleen, Hon. Mr. H. E. Pollock, K.C.
Min, Messrs. Irving and Alabaster.
Ayasha, Capt. Loring, R.G.A.

The course was North Fairway Buoy (star.) Kowloon Dock (star.) Channel Rocks (star.), 10 miles. *Dione* led the fleet to the North Fairway Buoy, closely followed by *Ada*. On the beat up *Dione* stood well towards Yau-mai, the other boats keeping more in the Fairway. *Iris* showed some of her old form and took the leading position before Channel Rocks were reached and held it to the finish.

The times of finishing were as follows:

	Actual time.	Corrected time.	Marks to date.
<i>Iris</i> ...	4 57 55	(3) 4 57 3	18
<i>Dione</i> ...	4 58 23	(7) 4 58 23	38
<i>Kathleen</i> ...	5 0 46	(1) 4 54 6	35
<i>Erica</i> ...	5 0 54	(5) 4 58 4	25
<i>Colleen</i> ...	5 2 32	(2) 4 55 52	16
<i>Ada</i> ...	5 4 5	(6) 4 58 15	14
<i>Ayasha</i> ...	5 5 24	(4) 4 57 54	24
<i>Min</i> ...	5 7 43	(8) 5 1 5	7

ONE-DESIGN CLASS.

The five boats of this Class sailed East as usual, the course being, Channel Rocks (p), Cust Rock Buoy (p), Kowloon Rock (s) Channel Rocks (s) 7 1/2 miles.

Halcyon and *Aila* had the best of the start, and with *Bonito* they just made Channel Rocks in one leg, the first named boat leading by 40 sec.; *Alannah* and *Daphne* had to make a short tuck and were some way behind. The boats maintained their order and distance during the run, but *Halcyon* went away again on the beat to the Dock Point and rounded Kowloon Rock with about two minutes lead, *Aila* and *Bonito* still being close together. *Bonito* then went about out into the middle of the harbour, whilst the two leaders stood in to the North shore, a course which proved to be the better, since *Aila*, by going in further, gained a minute on *Halcyon*, whilst *Bonito* fell back a long way. After a run home the boats finished as follows:

	Finishing time.	Marks to date.
<i>Halcyon</i> ...	4 17 5	29
<i>Aila</i> ...	4 17 59	133
<i>Bonito</i> ...	4 20 38	148
<i>Alannah</i> ...	4 24 9	12
<i>Daphne</i> ...	4 28 58	4

FOOTBALL.

LUSITANO RECREATION CLUB.

The final of the L.R.C. inter-club competition will be played on the Causeway Bay Ground to-day, 11th inst., kick-off at 5.00 p.m.

The following are the teams—

Mr. Cruz's team:—Goal, L. E. Remedios; backs, E. Leite and A. H. Hyndman; half-backs, R. Maher, F. M. da Cruz and A. F. Baptista; forwards, H. A. Hyndman, C. M. Sequeira, J. V. Braga, H. A. Castro and M. R. Leite.

Mr. Ribeiro's team:—Goal, F. M. Gutierrez; backs, J. C. Barreto and B. C. da Silva; half-backs, A. A. Botelho, A. J. V. Ribeiro and F. X. Soares; forwards, R. da Luz, D. Baptista, E. L. Braga, P. A. Yanovich and A. C. V. Ribeiro.

TELEGRAMS.

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THE NATIONAL ASSEMBLY.

END OF THE SESSION.

PEKING, January 10th.

The Assembly adjourns to-morrow. A Prince will represent the Throne at an elaborate private ceremony.

The impression formed of the session's work is that while the Assembly's labours have resulted in the shortening of the Parliamentary scheme and a half promise of a Cabinet, it has influenced public feeling tremendously, instilling patriotism and hope in the destiny of China.

[ANOTHER SERVICE TO THE "HONGKONG DAILY PRESS."]

BAGDAD AND NORTH PERSIAN RAILWAYS.

LONDON, January 10th.

The Paris correspondent of "The Times" says that since the return of M. Sazonoff to Russia, Great Britain and France have been kept fully informed of the state of the Russo-German negotiations regarding the future of the Bagdad and North Persia railways. It is, therefore, made clear that the present Russo-German pourparlers have nothing to do with the European balance of power or Russia's relations with France and Great Britain.

LATER.

The Berlin "Vossische Zeitung" says there can be no question of a complete surrender of the final section or terminus of the Bagdad railway to Great Britain. If the latter insists, Germany will know how to get what she wants over Great Britain's head.

THE TONKIN PULP AND PAPER CO.'S PROJECT.

Dr. G. F. Richmond, the technical manager of the Tonkin Pulp and Paper Company, is due to arrive in Hongkong in about eight or nine days' time, en route for Vietri, in Indo-China, where the mill for the Company is being erected. Dr. Richmond will superintend the completion of the mill buildings and the installation of the machinery as it arrives, and will also organise the field service for the transportation of the raw material to the mill site. The mill is to be situated on the right bank of the Clear River, on a site in close proximity to the town of Vietri, and in immediate touch with railway and river transportation.

Work on the mill buildings is reported to be well under way, and is being carried out to designs by expert pulp mill engineers acquainted with local conditions. The designs have been made to effect the greatest economy and utmost efficiency in the distribution of power, and the mill as now planned may be considered to be the most compact and economic possible.

The machinery is being made by the leading Scottish manufacturers, Messrs. James Bertram & Son, Limited, of Edinburgh, and is most modern in every respect, including as it does special equipment for the Company as well as improvements on already existing methods. All the machinery was selected by Dr. Richmond, after close investigation of many modern mills, and with a thorough knowledge of the work it has to perform and the conditions under which it will be operating. The plant for the preparation of the raw material had to be specially designed and has been patented.

The chief engineer is expected to arrive from Scotland with the first cargo of machinery and he will install the plant. The European employees in charge of the various departments in the mill will be all Scots and there will be six of them to work the present unit. The mill has been designed to take a double unit at nominal cost, and when the Company decides upon a duplication of the present plant it may be effected without interruption of work. If everything progresses as hoped it is expected that the mill will be operating in about six months' time.

Mr. W. H. Donald, who has been to Europe on business connected with the Company, returned to Hongkong a few days ago, and leaves this week on a visit to Tonkin.

CHINESE BANKRUPTCY PROCEEDINGS AT SHANGHAI.

Chen Yeh-ching and Tai Chia-pao, the former known to foreigners as Ching Yeh (his place, goods Hong name), were brought from the Mixed Court to the Shanghai District Magistrate for trial in the afternoon of the 4th inst. Mr. Tien, the Shanghai District magistrate, and Mr. Pao, the Mixed Court official, were present. After a long examination the Tao-tai gave Chen seven days and Tai ten days in which to settle one way or another with their many creditors. If he found at the end of the time assigned that their debts were still unpaid or unsatisfied, the seizure of their properties and family effects would take place. —N.C. Daily News.

SUPREME COURT.

Tuesday, 10th January.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIS FRANCIS PIGOTT (CHIEF JUSTICE).

COUNTERCLAIMS FOR WORK DONE.

John Lemm sued Chan Kam to recover the sum of \$2,363.28, being balance due for work done and materials supplied and for rent due by the defendant to the plaintiff. Defendant counterclaimed a sum of \$4,847.75 as money due for work done and materials supplied and money expended.

Mr. M. W. Slade, K.C., instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and Mr. C. G. Alabaster, instructed by Mr. Hung (of Messrs. Deacon, Looker & Deacon), represented the defendant.

Mr. Alabaster said he had an application to make under sections 132 and 176 of the Code that six paragraphs of the statement of claim should be struck out with certain necessary paragraphs of the particulars on the ground that they disclosed no cause of action, and were consequently unnecessary, vexatious and embarrassing.

Mr. Slade thought it would be correct to open with the pleadings, and then take the objection. His Lordship agreed.

Mr. Slade then read the pleadings. Mr. Alabaster then brought forward his application to strike out six paragraphs of the statement of claim and certain paragraphs of the particulars.

His Lordship—You have admitted two of the paragraphs.

Mr. Alabaster—I have admitted that what he has stated about them is true.

His Lordship—What is your point under section 132?

Mr. Alabaster—That these paragraphs disclose no cause of action and are therefore unnecessary, and that inasmuch as they will occupy a considerable amount of time, and there is a great deal of dispute about them, they will tend to prejudice, embarrass and delay the fair trial of the action. Counsel then referred to section 176, which stated that the Court might order any pleading to be struck out on the ground that it disclosed no reasonable cause of action or defence.

His Lordship—That is not at the trial, surely?

Mr. Alabaster—If the statement of claim discloses no cause of action on the face of it, it is useless to go on with it.

His Lordship—You move to strike it out?

Mr. Alabaster—Yes.

His Lordship—That is a point of law. You should raise it on the pleadings.

Mr. Alabaster—I am not bound to raise it on the pleadings.

His Lordship—You cannot ignore section 174. Mr. Alabaster—I fear your Lordship will read the paragraphs you will see that this will delay the action by proving something on which the plaintiff cannot possibly recover.

His Lordship—There again you come round to the same point. If it is a point of law raise it in your pleadings.

Mr. Alabaster—I am not bound to raise it in my pleadings. I may move at any time to save wasting the time of the Court.

His Lordship—Directly you do that the obvious answer is, why didn't you take out a summons?

Mr. Alabaster—If I could have disposed of the statement of claim by summons I would have saved the whole of my costs by doing so. The plaintiff as a third party is trying to enforce the terms of a contract between the defendant and Chan Hovan, which the latter's administrator would not dare to enforce himself.

His Lordship thought there was an implied contract set up by two of the paragraphs which it was sought to strike out, and disallowed the application.

Mr. Slade, in opening, informed his Lordship that Chan Hovan was the superintendent of the China Merchants Co. here, and reputed to be a rich man in his life, sometime in 1904 conceived the idea of building a large hotel at Kowloon to be called the Station Hotel. This was to be built in most modern style, and with every modern convenience, in anticipation of the railway being shortly completed. Chan Hovan, however, seemed to have repented of his scheme, and after having entered into the contract with the defendant he had that contract for an elaborate modern hotel cancelled, and a new contract entered into for altering the existing houses on the site to make it suitable for the lease of a high-class hotel. Under this contract for the Station Hotel, as it continued to be called, the defendant did a substantial quantity of work, but on the 23rd January, 1906, Chan Hovan died through falling from a verandah the day before Chinese New Year. Whether he committed suicide or accidentally fell was left to the imagination. But the day before he mortgaged his property heavily to a man of the name of Wong Kat Fat, who was the surety, and to Chan Kam. He mortgaged the property of the Station Hotel for \$40,000, and executed another mortgage on the same building and on other property for \$53,000. After his death the defendant ceased work on the Station Hotel, being exceedingly doubtful of getting any payment out of his estate. The first mortgagee apparently took possession, and an arrangement was come to between the mortgagees and the defendant, whereby the second mortgagee transferred \$13,000 of his \$53,000 mortgage to the defendant according to the receipts, as payment for the work done, and on receipt of that mortgage the defendant continued with the work and finally completed it to the satisfaction of the mortgagee in possession. In 1909 the first mortgagee sold under his powers of sale and obtained \$54,000 for the property, \$40,000 for himself, and an extra \$14,000, out of which he could pay off the \$13,000 which Chan Kam had

got. That was the broad history of the transactions. The defendant was to obtain materials, iron-work and so on, from the plaintiff, and there was the usual power of ordering extras and so forth in the contract. On being found that the joints specified were not sufficiently heavy, heavier joints were ordered, and they were ordered in places where, in the course of the carrying out of the work, it became apparent they would be desirable. These joints were in due course supplied by the plaintiff to the defendant, and the defendant, until this action commenced, had never contested his liability to pay. They were delivered to him, the price given to him, and he had to pay for those joints just as much as for the bricks and mortar used in the construction of the building. And the reason for the delay in making a claim against him was because of the insolvency of Chan Hovan: the plaintiff very fairly let the matter run on until the plaintiff actually received payment under his mortgage, but when the contractor got cash in hand plaintiff expected to be paid. When Chan Hovan died the defendant employed the plaintiff to get out an accurate account of what was then due, and what was going to become due to him from Chan Hovan's estate under this contract. And the amount named in the mortgage was based upon this account given by the plaintiff, plus the amount due to the plaintiff himself out of the estate of Chan Hovan, which together made a total of \$13,000. Defendant had to get necessary iron bars from the plaintiff, and the latter supplied him with 700, which ought to have gone into the work. Of the number supplied some 126 were returned.

His Lordship—This is a case which should be referred to an official referee at once.

Mr. Slade asked his Lordship to settle the actual liabilities, then the details of the work could be referred as suggested. With regard to the rent of Kowloon inland lot No. 5, Mr. Slade informed the Court that the defendant was carrying out not only the works on the Station Hotel, but was also building three European houses on an adjoining lot for a Mr. Patell. For the execution of these works he required a vacant space to put his workmen, store his material, carry on carpentering work and so on. There was no room for this upon the ground on which the Station Hotel was being built, so he endeavoured to find space in the neighbourhood. He was turned off three places which he tried to use as a dumping ground for his material, until finally he put the whole of his material and built a matchbox on the plaintiff's lot. For this he was charged a rent based at six per cent. on the value of the ground he occupied, and which came to \$60 a month. Apparently there was some verbal arrangement, but no payment was made of this amount, and subsequent letters were written specifically telling the defendant in the course of his occupation what his rent would be. In June, 1904, Mr. Lemm made a contract with the defendant to build a couple of houses on Kowloon lot 5. These houses were to be finished by December 31st, but by the following August the defendant had not even opened up the trenches for the foundations. He did the work very improperly, and finally it became perfectly impossible for him to carry out his contract up to time.

His Lordship—Is he still working at the Station Hotel?

Mr. Slade—The Station Hotel is finished. Proceeding, Mr. Slade stated that plaintiff told the defendant to stop the work referred to, as he was dissatisfied. Mr. Lemm then agreed to pay him for the actual work done, less improper things done. Work was stopped entirely on the lot in August, 1904. About December Lemm appeared to have informed the defendant that if he made use of this lot to store his materials he would be charged rent at the rate of \$60 per month. Whether the facts amounted to a definite verbal agreement it would be for his Lordship to consider, but it was certain that the defendant did make use of the ground to store his materials. The matchbox he erected, as he said, for the purpose of carrying out the contract, was put up on the old foundation of the work he had started previously. Other items of the claim were very small. Lemm's accounts had never been challenged since they were sent in till the day this action started. Counsel thought the evidence would satisfy his Lordship that the defendant promised again and again to pay the accounts, and only asked for further time. Mr. Lemm had been very lenient with him, had given him time until he could actually get some money under his mortgage, and now the plaintiff had to bring this action. Concluding, Mr. Slade said that from what he had opened he thought his Lordship would be abundantly satisfied that the defendant's counterclaim was an imaginary one set up for the purposes of this case. The work done on Kowloon inland lot No. 5 never got above the ground, and yet the defendant was claiming \$3,000 odd for the work he alleged he had on it.

Evidence was led, and the hearing adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE).

J. T. Shaw v. HONGKONG ELECTRIC LIGHT CO. The trial of this action was concluded yesterday. The plaintiff sought to recover from the defendants the sum of \$70.50, being damage for injuries to a fan, a suit of clothes and a jacket caused by the defendants, or by the negligence of the defendants or their servants, in knocking over a fan standing in the plaintiff's shop on the 16th July, 1910. In the alternative the plaintiff claimed from the defendants the sum of \$70.50 being damage for trespass by the defendants or their servants at the place and time and on the day above specified.

Mr. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiff, and defendants were represented by Mr. A. Jackson (of Messrs. Johnson, Stokes & Master).

His Lordship, after taking further evidence, reserved his decision.

THE RECENT FATAL FIRE AT WANCHAI.

DEATH INQUIRY.

An inquiry was opened yesterday afternoon at the Magistrate's Court before Mr. E. R. Hallifax and a jury into the circumstances touching the death of nine people who lost their lives during a fire at Wanchai last week. The jury was composed of Messrs. A. C. Putley, A. A. Gutierrez, and F. M. Xavier.

His Worship stated that the inquiry was held into the circumstances of the deaths of nine persons who were killed at 206, Queen's Road East on January 2nd, when a fire occurred. An explosion of crackers took place and this destroyed the staircase, cutting off the retreat of everybody in the upper floor. The result was that those nine people, women and children, were unable to get away and, not daring to jump, as two men did, were asphyxiated. It was for the jury to say whether anybody was criminally to blame for the death of those people.

Mr. J. White, assistant engineer in the Public Works Department, produced a plan of the locality in question.

His Worship explained that the crackers were on the ground floor of No. 206, Queen's Road East.

The master of the piece goods shop at 206, Queen's Road East stated that he and his folks were having their rice at 5.30 p.m. when they heard an explosion. The place was filled with smoke and most of them ran out to save their lives. Witness had insured the goods in his shop for \$2,000. The crackers, which had been left there by a man who formerly did business in the side of the shop were kept between the shop and the kitchen. He had taken possession of the crackers because the other man owed him money for rent and provisions. He reported to the police that he had the crackers.

You seized them for distress?—He left them with me.

How many?—Two bundles.

How many in a bundle?—Ten thousand each.

Were they ordinary Chinese crackers?—Yes.

Witness added that he kept the crackers in the hope that the other man would come back and pay him. The first floor was occupied by witness as a family house, but others lived there as well. About 13 or 14 lived there. He had only seen two men since the fire. Eleven people were on the floor at the time of the fire. He identified the bodies of all nine next morning. One was his wife, another was his daughter six months old, a third was his mother-in-law, aged 56 years. He did not know the names of the other occupants, four of whom were children and two women. After the explosion witness and the folks were almost suffocated by the smoke and on running out they saw the flames.

Did you do anything to try to save these people on the upper floor?—I did not do anything. I was nearly suffocated by smoke.

By a Jurymen—The wooden partition between Nos. 206 and 208 might have been broken down by a woman using all her strength.

His Worship reminded the jury that five of the people killed were children and four were women.

The man who was cooking the meal on the ground floor on the occasion in question said that after the meal had been prepared he left the fire burning very low and went outside to take his rice. He heard the "roaring" of the fire at once and saw the flames, and after that he heard the explosion of the crackers. He tried to get some water to extinguish the fire, but could not get to the door of the kitchen. Then he ran outside and called to the people upstairs to come down. The kitchen was hidden by smoke and he could see no flames there.

The assistant accountant in the ground-floor shop said that while taking rice he heard an explosion of crackers inside the shop. They tried to enter and extinguish the flames, but the smoke made it impossible. Then they ran out.

A cook, at present unemployed, said he was on the upper floor preparing his meal when he heard the noise of crackers below and found the place enveloped in flames. He and his son tried to escape by the stairs, but as they were ablaze they jumped out of the window.

Dr. Macfarlane said he made a post-mortem examination of the bodies of nine Chinese females on January 3rd. He found that the cause of death in each case was asphyxia; some of the bodies were badly burnt.

Evidence of identification having been given, Inspector Korr stated that he had examined the premises. There was a brick partition between where the crackers were kept and the fire place. He could not recollect the report and whether it proper care had been exercised the crackers would not have caused the deaths.

The jury returned a verdict of accidental death and that no negligence was attributable to any one.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Océanien*, with the French Mail of the 15th ult., and mails from London of the 17th ult., left Singapore on the 10th inst. at 5 a.m., and is expected to arrive here on the 16th inst.

The *Dodwell Line* str. *Lithian* arrived at New York on the 7th inst.

The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 9th inst., and is due here on the 17th inst.

The cargo of Silk shipped on board the M.M. str. *Ernest Simons*, which left this port on the 6th ult., was delivered in Lyons on the 7th inst.

HONGKONG AND SHANGHAI BANKING CORPORATION.

ANNUAL DINNER IN LONDON.

MR. D. H. MACKINTOSH ON THE PROMISING FUTURE.

[FROM OUR OWN CORRESPONDENT.]

The fourth annual dinner of the Hongkong and Shanghai Banking Corporation was held on Dec. 15th at the Trocadero Restaurant, Piccadilly, London, under the presidency of Mr. D. H. Mackintosh. The gathering numbered 150 and dinner was served in the handsome Empire Room. Among those present were: Sir Thomas Jackson, Sir Carl Meyer, Rev. Geo. Owen, Sir Walter Hillier, K.C.M.G., C.B., Col. Mills, Messrs C. S. Addis, Wm. Wallace, Duncan McNeil, J. Maclean, D. Warren Smith, J. P. Trousdale, J. de Bernieres Smith, J. F. Cox-Edwards, H. A. Ritchie, P. A. Barlow, Alex. Leith, J. Sorymgeour, H. C. Saunders, Dr. Hartigan, L. J. C. Anderson, R. A. Mowat, H. G. Dowler, J. P. Reid, B. Elkin Mouta, Whistler, Rice, Clark, G. B. Walker, G. W. Moore, Brownlie, Housen, Landon, Hemsted, C. Mackintosh, Gower, A. P. Sutherland, V. A. C. Hawkins, E. G. Barrett, Ridgway, Barton, Walter Nutter, Nicholls, Todd, Stuart, MacKennis, Ramsay, Angier, Miller, Spence, J. Walker, Mellish, Dr. W. C. Brown, Gordon, Sedgwick, Hewatson, K. Moore, Rowett, Cooke, Browne, May, Norman, A. S. Garfit, MacLennan, P. H. Townsend, Dudley, K. G. Barrett, Moncrieff, Edmondson, Butt, Johnston, Forde, Wilton, W. H. Bell, Daw, Lloyd, Fitzgerald, Carruthers, Caldwell, Jenkinson, Wilson, Bonter, Wood, W. W. Dickinson, Rathbone, Broadbent, Shaw, Lyon-MacKenzie, Rickott, Cammings, Bald, Jones, Willan, Lowe, W. Cartwright, Barwise, Noble, Hancock, Beatty, Coombs, Baker, Nelson, Garrow, Nicoll, Danielson, E. F. Robinson, A. M. Townsend, Bredin, Picken, Watt, Columbine, Davies, A. D. Brent, Knappett, Barnes, G. A. Richardson, Moeur, Brady, W. C. Murray, McCulloch, G. O. T. Hawkins, Cassidy, Blackie, Baskett, Northey, H. H. Scott, Payne, W. M. Sutherland, Mathews, J. M. Underwood, A. G. Stephens, Evans, Gow, Bolland, Kentish, W. S. Robillard, Heycock, Pontycross, Sharp, Starg, Oxley, Fenton, French, Bruce, Farnworth, and H. E. Tompkins.

The CHAIRMAN proposed the toast of "The King," remarking that His Majesty has no more loyal subjects than those in the East. (Cheers.)

The toast was loyally honoured.

The CHAIRMAN rose again to propose "The Bank," the chair, he said, should have been by their respected chief manager, Mr. J. E. M. Smith, but that gentleman was recruiting his energies which he so unsparringly devoted to the Bank, and with such conspicuous success, gave to the service of the Bank.

"The toast which I have to propose," Mr. MACKINTOSH proceeded, "is the prosperity of our Alma Mater, the Hongkong and Shanghai Bank. To men of business figures speak with more forceful eloquence than mere words. So that I have only to ask you to take our last published balance sheet and compare it with any of its predecessors at any time during the last 48 years as proof year by year of the marvellous strides in prosperity which she has made. (Cheers.)

I refer to the Bank as a lady, because I have been assured that she was Sir Thomas Jackson's first wife. (Laughter.) From these figures you will observe that she is possessed of a remarkably healthy and strong constitution, that her circulation is of the best, and that year by year she has been adding to her muscular strength by piling up her reserve force by additions to her reserve funds—(laughter)—and to her family. In these fair and round proportions she stands to-day at the threshold of her doors, where she has stood at all times in that most humble yet most honourable of all positions, as the handmaiden and the servant of trade and industry between the people of the East and the people at home. Thousands of miles away from her base travellers and missionaries have assured me that in the distant confines of the East her name—Wayfong—is a household word, and in support of my words I will remind you of what a great Chinese statesman, Li Hung Chang, in his speech at the opening of a new bank building said of her at the time:—"The Hongkong and Shanghai Bank has always inspired me with feelings of confidence, and I wish to acknowledge the assistance which the Bank has always given to the Government of my country." (Applause.)

There are many questions in China which give scope for talk. The literature written by brilliant scholars is rich and varied. We have had many books on her history, her politics, her religions, her classics; books on her moral philosophy, her mineralogy, her flora, and her fauna. We have books entitled, "The Break-up of China," "China in Decay," "China in Convulsions," one with a more pleasing title, "China in Transformation." In short, we have had China, the Heavenly Kingdom, in every conceivable position of material change on this earth of ours. I will make no attempt to soar into dizzy realms of speculation, and will strictly confine my remarks to the facts of the matter which have most deeply, most intractably, impressed themselves on my mind in the course of my experience ranging close on 28 years in seven different places in the East. To the philosophic student this rich diet of literature is satisfying and of intense interest. But to the plain man of business it leaves something to be desired. It is an axiom that the national wealth of a country lies chiefly in the industry of her people. Well, the people of China are proverbially one of the most industrious nations on earth. We who live in China have the daily evidence of this before our eyes. They are all at it and always at it. China is not only physically but intellectually industrious. You have heard that

story from the Chinese—'The student studying by the light of the glow-worm, and the ploughman following the plough with his books tied on to the horns of the ox.' Well, these examples of classical lore are being imitated by thousands in China to this day. The *Peking Gazette* publishes results of examinations, and it is of no infrequent occurrence for old men to go up for that much coveted honour, a degree. Dr. Arthur Smith, in his interesting book, "Chinese Characteristics," mentions a case where grandfather, father, and son have all attended one examination at one and the same time. Where except in China could you find such a thing possible? In the matter of thrift they are the peer of all the nations. Nothing is wasted in China. Those of us who have lived in the East all know what it is to have our ears assailed and our nerves shocked by the squeaking of a wheelbarrow. Well, gentlemen, that is thrift; the squeak is cheaper than the oil. (Laughter.) Again, it is no uncommon sight to see in China children of both sexes arrayed in no other costume but that of the Garden of Eden in summer.

That, again, gentlemen, is thrift. Their commercial integrity is proverbial. A Chinaman's word is as good as his bond, it is said. I can testify myself to the very high order of the commercial integrity; whilst in the commonplace of life I have always been much impressed by their love of that quality, which we hold most dear, the love of fair play. They are chiefly, as we know, an agricultural race. Their soil, highly tillable for centuries, is most fertile. These, then, are the assets, the resources of China. They are priceless assets, and they are live assets, because they are liquid and convertible. They relate mostly to the private economy of the nation which is a different matter altogether to public economy; or, as we know it, political economy. It may be asked what is there to show for all these years, all these centuries, of toil on the part of these industrious and intelligent people? A great accumulation of wealth must, it will be thought, have taken place. This, however, has not been the case as far as we can see, because China is in need of more capital to develop her resources. In the light of history and in the light of every single political economist, living or dead, and in the light of practical experience, two main causes sufficiently and unquestionably account for this strange paradox that we have before us. These causes have impeded her industry and sapped her wealth. One cause is the state of her currency. The other is the absence of any internal national or any joint stock banks of deposit, as we know them in this country. What is currency? It is the instrument of commerce; the great circulating wheel; the great-circulator; and distributor of merchandise, as it is variously called, the highway, in short, along which commerce travels. A distinguished political economist says: "Bad currency is a national evil of the first magnitude." All political economists agree that the currency of a country must be homogeneous, that is, of the same kind, a coin containing the same parts and elements. H. B. Morse, in his valuable book on "Trade Administration of the Chinese Empire," tells us of his own knowledge that in China there are no less than one hundred and seventy well recognised different kinds of sycee or ingots of silver of different weights and different fineness, and that in addition there are a great number of other minor kinds. But that is by no means all. In addition, we have copper circulating side by side with silver. These coins are taken not at their face but at their intrinsic value. The coinage of the copper is in the hands of the Government, whilst the melting and making of the 170 or more different assortments of sycee is in the hands of the delegates of the Chinese banks. Introduce such a system here, and the whole business of the country would be brought to a standstill. With regard to the Chinese banks, their name is legion. It is said that if you go to the North Pole you will find a Scotchman sitting on it. (Laughter and cheers.) Well, there is a Chinese saying that "Where you find a sparrow you will find a Shansi Banker." The banks in China are private concerns, and never publish their accounts. Their principal business is in the exchange which exists in the various kinds of sycee, and the exchange between copper and silver. The foreign banks which are established at the Treaty ports recognise only one kind of sycee at each particular port, and do not receive copper. The effect of the above is that the poor agriculturists and labourers in China have no place in which to deposit their savings except their houses, where their money may be stolen, or they may bury it in the ground, where, as it is not a seed, it does not increase and multiply. So that often, with him, it is either a feast or a famine, according to whether the years are good or bad. In view of this China might be compared to the engines of a big steamship. She has all her furnaces ablaze, the steam superheated in her boilers—that is, her industry—but there has been a leak in the main steampipe—that is, her currency and want of deposit banks—so that she cannot get the steam into her cylinders. The steam is wasted in the air which would otherwise drive her to the accumulation of wealth. In every business transaction, large or small, between Chinaman and Chinaman, there is a constant battle of wits in settling between each other these differences in exchange, which, in the case of large transactions, act as a grave hindrance to trade and are frequent causes of loss. What we would all like to see as bankers, and what everyone interested in China business would like to see, is a prosperous China. Happily the future is full of promise. China is as virile and more virile to-day than ever she was. For the great sign of a nation in decay is the deserted villages and the untilled fields. But the Chinese to-day are eating their way into the Gobi desert. In Manchuria it is the same. Their cultivation is fast advancing to the North

all the time. So that I have reason for saying that China is as virile to-day as ever. You will see from the foregoing with what difficulties China has had to contend in the matter of her trade. It speaks volumes to her credit that she has carried on her business as she has in spite of these manifold obstacles. If we throw back our minds to our own history we can see what an important part finance has played in placing our country in the position that she occupies to-day. It is only 216 years ago that the Bank of England was established, followed a year later by the Bank of Scotland, and then by the Royal Bank of Scotland. The effect upon the industry to the country was at once felt, and was written of by a contemporary writer, Adam Smith, in his book "Wealth of Nations." That great book became the groundwork of British financial policy. Now, it may be thought that never in our time will financial reforms be carried out, but, gentlemen, I venture to think that that would be a mistaken view. The future of China is most hopeful. In the Chinese Government at this moment there are men of highly enlightened views, highly educated men, who are profoundly alive to the necessity of these reforms, and their influence is being felt. They have in opposition powerful vested interests. But we know at least that Imperial sanction, by the Decree of October, 1903, has been given for the reform of the currency, which, however, has not been put into execution. Having lately, during a period of two years, been busily engaged along with my colleagues, the other Foreign Exchange Banks, with the valuable assistance of the Consular Corps, and the Tientsin Chamber of Commerce, in difficult and prolonged negotiations with the Chinese Government authorities over the debasement of sycee, the circulating medium in Tientsin, I venture to speak with some little degree of authority as to the mischief caused through debasement. This acted as a grave impediment to trade, and caused great difficulties to the banks and Customs House. I am glad to say that after endless trouble we succeeded in overcoming the difficulties. The question was put on a proper footing. What most struck all of us during these negotiations was what a very small degree of authority the authorities had over the native smelters of silver. And now, if I may be allowed for a moment to sidetrack myself, I would like to address myself to the young gentlemen I see around me here to-night, to give them, if they will allow me, a few words of advice as a senior man in the bank, having occupied the same position years ago which they do now. I will not advise you as "Frank Fairleigh's" father and mother did when he set out from home. His father addressed him thus: "Never forget, under any circumstances, to think and act like a gentleman, and not exceed your allowance." And his mother said: "Mind you read your Bible, and remember what I told you about wearing flannel waistcoats." I feel sure you will always observe these principles, with the exception of the flannel waistcoat, when in such places as Singapore and Hongkong. But, young gentlemen, into your hands will be placed the future destinies of this great British bank. Apart from other qualities, if you were to ask me what else has helped to raise her to the position she occupies to-day I would reply, "The esprit de corps of her staff," their loyalty to the bank, and their loyalty to each other. No man has given us a higher example of that than Sir Thomas Jackson. (Cheers.) You are now receiving a useful business training. Nothing can ever take the place of routine work. But you can add to it the theory of banking, which will stand you in good stead. It will enable you to take a living interest in what is otherwise dull, and will enable you always to do your work intelligently. I should like to advise you, in conclusion, when you go into the clubs in the East, to imagine that there is written over the door of the club bar, "All hope resigned by those who often enter here." (Cheers.)

The toast was heartily honoured.

The Rev. GEO. OWEN proposed "The Staff at Home and Abroad." The bank, he said, is a great institution, and great structures implied great men. The bank had been built up by the integrity, industry and genius of distinguished men. (Cheers.) He was not old enough to remember the genesis of the Bank in China. When he reached China in 1866 the Bank was in full swing and doing a good business. He remembered the coming of the Bank to Tientsin and Peking. He advised measures being taken to teach Chinese to the English staff who were likely to go out to China. The clever young men of the Bank ought to be expected to know Chinese. They would then inaugurate a new era in the commercial life of the East. The trade of China was only in its infancy. It was as nothing to what it should be and what it would be. The whole trade of China at the present time only meant a few pence per head of the population. These pence should soon become shillings, and in some places pounds. (Cheers.) And the greater part of the pounds would go to the men who, by knowledge of China, by understanding best the needs of China, got in touch with her methods of business and the susceptibilities of her people. (Cheers.) In the development of trade the Bank took its full share. (Cheers.)

Mr. G. W. MOORE replied and expressed the hope that Professor Owen's advice as to learning the language of the country would be taken to heart by those who were likely to go out to China. They all felt loyal to the institution and to the Empire to which they belonged. (Cheers.)

Mr. A. G. STEPHEN responded for the foreign portion of the staff. It was gratifying to know that their labours were duly appreciated. At the half-yearly meeting of the shareholders in Hongkong he had always noticed that the loudest applause was reserved for the Chairman's statement that it was proposed to give

a bonus of 10 per cent. to the staff. (Laughter.) That announcement had been made with rather pleasing frequency. The members of the foreign staff were loyal to the Bank, and loyal to each other like a band of brothers working in harmony for a common end. The name of Sir Thomas Jackson was known from one end of China to the other and the letters received from him would form a good ground work for a guide to the Bank and might well be entitled, "The Wit and Wisdom of T. J." (Cheers.) The Bank carried on its business under the flags of eight nations from the great plains of North China to the islands of Java. Those who might be sent out to China should not attach too much importance to the climate, because all tropical diseases were being made as healthy as Lombard Street, if the proper course of life was followed. He served 15 happy years in three stations each of which competed in popular estimation for the proud title of "the white man's grave," and they could see the result. (Laughter.) Foreign languages were necessary in their business, and the most highly educated men must find ample scope for their talents in the Bank's service. Education was only the tool after all. Everything depended upon the man who used it. (Cheers.)

Mr. A. D. BERT gave the toast of "The Guests, and spoke of the kindness and hospitality extended to members of the staff when they arrived in China.

Sir WALTER HILLIER, who replied, said he had been many years in the East and he knew something of the reputation of the Bank. Li Hung Chang had confidence in the Bank, which never gave clients away. He knew a man who sold out on the day when the Bank shares touched their lowest point, and that man had been sour and ill-tempered ever since. (Laughter.) The confidence reposed in the Bank was richly deserved. There was no institution that had done more to establish British credit and raise British prestige. (Cheers.)

The concluding toast was "The Chairman," proposed by Mr. W. W. DICKINSON.

The CHAIRMAN briefly replied to the compliment.

There was excellent music during the evening.

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The ceremony, at which 814 police with fixed bayonets and British bluejackets from the *Flora*, were present, commenced with the presentation of a large silver key with gold crest by the architect to Sir Pelham Warren, K.C.M.G. With this Sir Pelham opened the front door, and the assembly followed him into the Club.

Mr. W. A. C. PLATT, the Chairman of the Club, addressed the gathering. In the course of his remarks he said: "In 1907 the Committee before putting the question of rebuilding before the members obtained an estimate of what the probable cost would be. They were told it would be £14,400,000. That of course was put before the members and authority was taken to issue debentures for that amount. Debentures were accordingly issued and they were all taken up and more would have been taken up if more could have been issued. But a little time after it was found that this figure of £14,400,000 was much under-estimated and that we required a further £1,200,000. We might have been in a very awkward predicament, because it was impossible to float any more first charge debentures, and we could not with any great hope of success have floated debentures which constituted a second charge on the Club's property. Under these circumstances the Club's bankers, the Chartered Bank, came to our assistance and gave us an overdraft for the amount required on the most liberal terms. Gentlemen, the Club's thanks are due to its bankers for the generous way they have treated us and I prophesy that they will never regret they took the course they did."

Sir PELHAM WARREN, in reply to a vote of thanks, said: "Mr. Platt, Gentlemen,—It has afforded me very great pleasure to have been requested by the Committee of the Shanghai Club to open this new building. I have known the Shanghai Club in the old building for many years. I first made its acquaintance in 1867, on the 24th May, the day on which I landed in Shanghai as a griffin. I was at the ball given in the old Club-house in honour of the Queen's birthday that night. There were present ten dancing ladies and about 350 men who wanted to dance. (Laughter.) The disappointed ones tried to work off some of their superfluous energy by parading down the Bund in a regular procession. I was one of the disappointed ones and I can remember that procession. (Laughter.) On the way a good deal of public property was more or less damaged, notably street lamps. (Renewed laughter.) What happens now? There are more ladies and fewer disappointments. It is a great satisfaction to me after having laid the foundation stone of this handsome building to have been further privileged to open it, and it will always be a source of congratulation to me in the future that the last occasion on which I took part in a function of this sort was one in which the Club was opened, amongst whose members I number some of my best friends and

amongst whom I have spent some of the best hours of my life. I thank you, gentlemen, for the very kindly way in which you have welcomed me and for the very handsome key which you have presented to me as a souvenir of this occasion. I shall over treasure it as a token of your good will towards me and as a reminder—and God knows it is not needed—of many years spent in the Far East and of the many good friends I am leaving behind me. In conclusion, gentlemen, I will wish all success to the good old Shanghai Club in its new building. (Loud and continued applause.)

Sir Pelham afterwards unveiled a portrait of his late Majesty King Edward and one of Queen Alexandra, the former presented by the Eastern Extension Telegraph Company and the latter by the Great Northern Telegraph Company.

Before the proceedings closed the following telegram from Hongkong was read:

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the DAILY PRESS, only, and special business notices and advertisements which are not ordered for a fixed period will be continued until countermanded.

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6th Ed. Lieber's.

NEW ADVERTISEMENTS

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING will be held at the CITY HALL on MONDAY next, the 16th January, at 12.15 P.M.

The Hon. Mr. HENRY KESWICK has kindly consented to take the chair.

The attendance of the Public is specially invited.

LENA POLLOCK,
Hon. Secretary.

Hongkong, 11th January, 1911. [174]

FOR SALE OR TO LET.

"KENNIS." The Peak, SEVEN ROOMS. Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetables and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
COMMANDER BASIL TAYLOR, R.N.,
Harbour Department.
Hongkong, 11th January, 1911. [175]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"NIPPON." Captain Tarabochia, will leave for the above places on WEDNESDAY, the 18th inst., P.M. This Steamship has capital accommodation for passengers. Electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princes Building.
Hongkong, 11th January, 1911. [3]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MEICHERS & Co.,
Agents.
Hongkong, 9th January, 1911. [6]

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

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"PRINZ WALDEMAR"

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Hongkong, 9th January, 1911. [5]

ELECTRIC MOTOR FOR SALE.

A 2½ h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First-Class Condition and suited to local requirements.

Apply—
HONGKONG DAILY PRESS OFFICE.
Hongkong, 22nd November, 1910. [1307]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

INTIMATIONS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Hongkong, TO-MORROW (THURSDAY), the 12th day of JANUARY, 1911, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed:

(1) That Article No. 70 of the Articles of Association of the Company, which now reads:—
"The Directors shall have power from time to time and at any time to appoint any other persons to be Directors, but so that the total number of Directors shall not at any time exceed seven and so that no appointment under this clause shall have effect unless two-thirds at least of the Directors concur therein," be amended by eliminating the word "seven" in the third line of such Article and by substituting the word "five" therefor, and also by eliminating the words "two-thirds at least" in the fourth line of such Article and by substituting the words "a majority" therefor.

(2) That Article No. 72 of the Articles of Association of the Company, which now reads:—
"The Directors other than the General Managers shall be paid out of the funds of the Company by way of remuneration for their services a commission of Five per cent. of the net profits of the Company for each year provided that such profits amount to Seven per cent. of the capital of the Company and such remuneration shall be divided among them in such proportions and manner as the Directors may determine and in default equally," be amended by eliminating therefrom the words "provided that such profits amount to Seven per cent. of the capital of the Company" in the third and fourth lines thereof and by substituting in lieu thereof the words:—
"in any one year exceed the sum of \$5,000."

(3) That Article No. 82 of the Articles of Association of the Company, which now reads:—
"The remuneration of the General Managers shall be \$8,000 per annum to cover offices, rent and salaries of Secretaries and clerks and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company," be amended by eliminating the words "that such profits amount to 7 per cent. of the capital of the Company" contained in the fourth and fifth lines of the Articles in question.

(4) That Article No. 105 of the Articles of Association of the Company be struck out and that in lieu thereof the two following further Articles be added, namely:—
"No. 105.
"Notice of the Declaration of any dividends whether interim or otherwise shall be given to the holders of registered shares by advertisement in manner hereinafter provided and no dividend shall bear interest as against the Company and a dividend shall not be deemed a specialty."
"No. 105A.
"All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the Directors for the benefit of the Company until claimed and all dividends unclaimed for five years after having been declared may be forfeited by the Directors for the benefit of the Company."

(5) That the above Resolutions shall be retrospective in their effect and that the alterations in the Articles of Association of the Company thereby effected shall be deemed to have been effected and to come into force as on and from the 1st day of January, 1910. Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated this 4th day of January, 1911.

By Order of the Board,
JOHN D. HUMPHREYS & SON,
General Managers. [153]

FAREWELL PRESENTATION TO LADY MAY.

IN View of LADY MAY'S long residence in the Colony, and of the personal interest which she has always taken in all that relates to its welfare, it is proposed to present to her, prior to her departure on the 21st inst., some suitable token of the respect and esteem in which she is held by the whole community. The necessary consent of the Secretary of State for the Colonies has been obtained, and a Committee of Ladies has been formed.

Contributions which, at LADY MAY'S request, are limited to One Dollar, should be sent in as soon as possible to Mr. P. S. JAMESON of Messrs. JARDINE, MATHESON & COMPANY, who have kindly consented to act as Hon. Treasurers.

An alphabetical list of contributors will accompany the gift.

Hongkong, 9th January, 1911. [168]

NOTICE OF REMOVAL.

THE Undersigned have This Day MOVED their Offices to No. 2, CONNAUGHT ROAD CENTRAL, (3rd Floor).

DENNIS & BOWLEY,
Solicitors and Notaries.

Hongkong, 2nd January, 1911. [132]

NATIONAL ASSURANCE COMPANY OF IRELAND.

ESTABLISHED 1822.

THE Undersigned having been Appointed AGENTS for the above Company are prepared to accept Risks against Fires at Current Rates.

REUTER, BRÖCKELMANN & Co.
Hongkong, 19th December, 1910. [1402]

NEW YEAR GOODS.

CARDS, CRACKERS, DOLLS,

TOYS, STAMPS, &c.

GRACA & CO.

27, DES VŒUX ROAD, HONGKONG.

NOTICES OF FIRMS

NOTICE.

MR. CARL SCHROETER and Mr. CARL RIECK have This Day been admitted partners in our Firm.

GABRELS, BÖRNER & Co.
Shanghai, Hongkong and Hankow, 1st January, 1911. [135]

NOTICE.

THE Interest and Responsibility of Mr. WILHELM HELMS in our Firm CEASED as from the 31st December, 1910.

ARNHOLD, KARBBERG & Co.
Hongkong, 1st January, 1911. [136]

NOTICE.

THE Interest and Responsibility of Mr. RICHARD MARTEN in our Firm CEASED by mutual consent on 30th April, 1910.

Mr. KURT DETMERS has been admitted a partner in our Firm from This Day.

RAEDCKER & Co.
Hongkong, 1st January, 1911. [137]

WANTED

WANTED.

AN ENGLISH JUNIOR CLERK in a Shipping Office. State Salary and Reference.

Apply to—
A. B. C.,
Care of "Daily Press" Office.
Hongkong, 10th January, 1911. [170]

WANTED.

GOVERNESS qualified to teach class of children on Peak. Apply Early stating qualifications, terms day and night to ALPHA.

Care of "Daily Press" Office.
Hongkong, 10th January, 1911. [171]

WANTED.

BY an ENGLISHMAN, Post as Accountant, Good References and Qualifications. Outposts not objected to.

Apply—
Care of "Daily Press" Office.
Hongkong, 17th December, 1910. [126]

FOR SALE

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE—
DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

SAUSAGES!

SAUSAGES!

OWN MAKE. DELICIOUS.

BEEF AND PORK

SAUSAGES

25 and 35 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[36]

GRAND PARCEL

FOR

NEW SEASON.

JUST ARRIVED

LADIES AND CHILDREN'S WINTER

WEAR, &c.

LADIES' Golf Coats and Norfolk. Ladies' and Children's Gloves of all descriptions. Children's Jerseys and Caps, fancy style. Elegant and durable Corsets of British make, all styles; and lots of other first-class goods for winter wear.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 7th January, 1911. [38]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 55SG. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1181]

TO LET

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1911. [114]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd February, 1910. [119]

TO LET.

IN SHANGHAI, BRITISH CONCESSION, CANTON.

A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue.

For Particulars, apply to—
HERBERT DENT & Co.,
Canton.

Canton, 22nd September, 1910. [120]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th January, 1911. [117]

TO LET.

NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS-ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [154]

TO LET.

GODOWNS, 95, 96 and 97, Praya East.

Apply—
CHATER & MODY.

Hongkong, 7th December, 1910. [121]

TO LET.

No. 21, CONDUIT ROAD, Clifton

An OFFICE on 1st Floor, 16, Des Vœux Road, Central.

No. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House, or as semi-detached Homes.

GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in Wong Nei Chong Road. OFFICES in York Building.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1911. [115]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1911. [116]

TO LET.

No. 9, BEACONSFIELD ARCADE, Shop.

No. 25, SHELLEY STREET. 1 HOUSE, in Belknap Terrace.

"EGGESFORD," No. 114, PRAYA, To Let. Furnished for one year from 15th April next.

SIX ROOMS, PRAYA GRANDE, Macao. FOR SALE.—For Cash, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 15th December, 1910. [118]

TO LET.

A FIVE-ROOMED HOUSE in Century

Crescent, Kennedy Road.

Apply to—
J. R. MICHAEL & Co.,
No. 1, Princes' Buildings,
Hongkong, 3rd January, 1911. [133]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1184]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coal Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, KING LOONG STREET, (2nd St.; west of Central Market). Telephone No. 515. [39]

DAVID CORSAIR & SON'S

MECHANIC NAVY

BOILER

LONG BLANK

REPLACEMENT CROWN

TARPULING

ARNHOLD, KARBBERG & CO

Sole Agents.

1404]

AUCTION

PUBLIC AUCTION.

THE Undersigned will let by Public Auction, On FRIDAY,

the 13th January, 1911, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTH AND MATSHEDS, on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms:—Cash.

For Plan and Conditions of Sale, apply to

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 4th January, 1911. [182]

DENTISTRY

DR. M. H. CHAUN.

DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.</

For your own comfort in Tropical Countries use **CALVERT'S** Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.
Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal
Cleanliness.

Calvert's Carbolic Toilet Soap.
You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

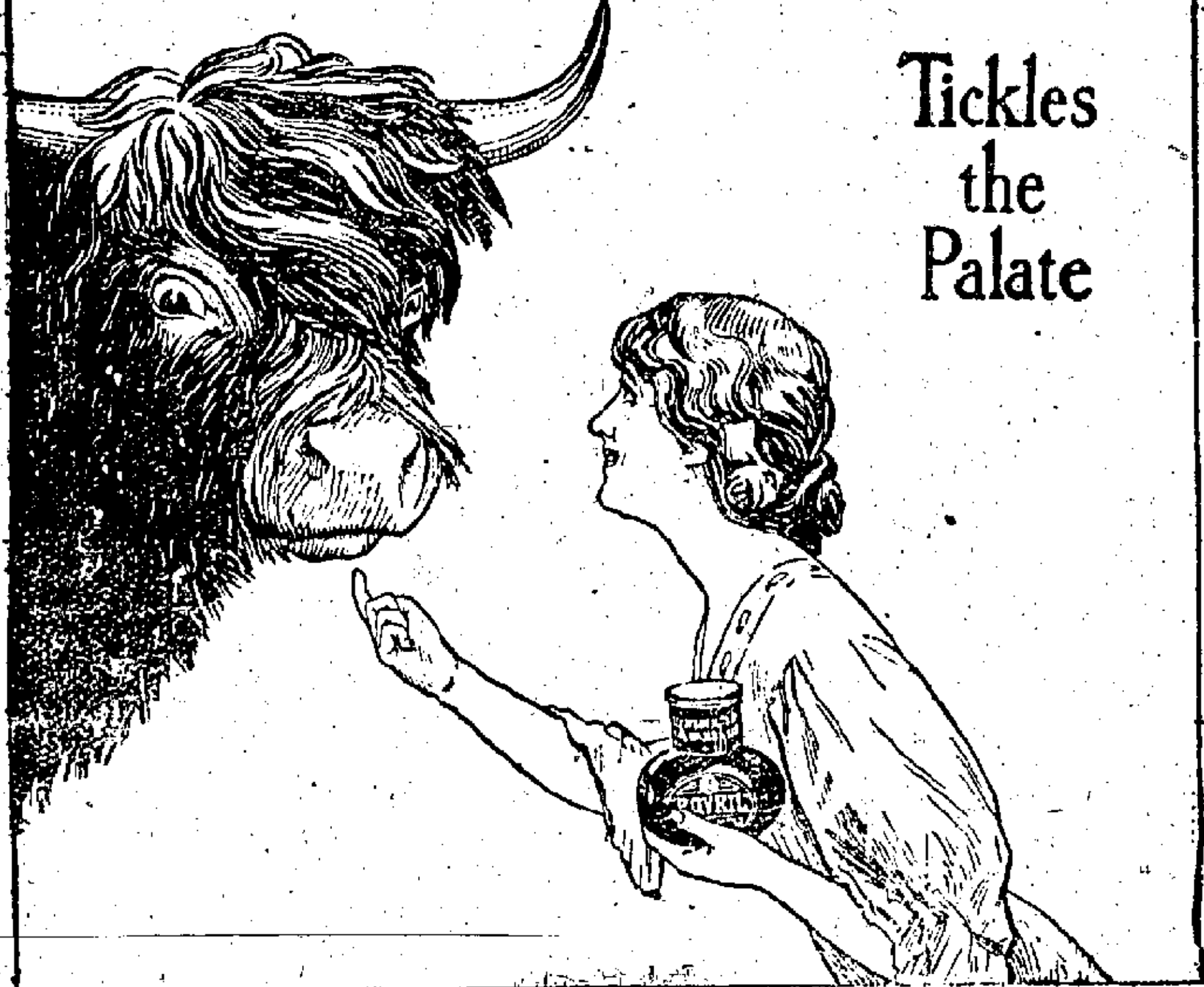
Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap
is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BOVRIL

Tickles
the
Palate



JOHN ROBERTS & CO., LD.,

BILLIARD TABLE MAKERS,
BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes, with lever for levelling, complete with the following accessories:—

- | | |
|---|---|
| 12 Selected Ash Cues. | 1 Wall Cue Rack. |
| 1 Butt Rest with Patent Brass Head. | 1 Wall Butt Rack. |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed. |
| 1 Long Butt. | 1 Best Billiard Brush. |
| 1 Mid Butt. | 1 Set "Crystalline" or "Bonzo-line" Bill. Ball. |
| 1 Billiard Marking Board. | 1 Box Best Cue Tips, assorted. |
| 1 Dust Cover for Table. | 1 Cue Tip Fastener with File. |
| 1 Straight Line and Circle. | 1 Bottle Cue Cement. |
| 1 Best Spirit Level. | 1 Box Silk Spots. |
| 1 Smoothing Iron with Shoe. | 1 Dozen Best White Chalk. |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.

[1134-1]

CAKES

WEISMANN'S

BREAD.

[54]

"SHACKELL"

"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

**SHACKELL EDWARDS
& CO., LTD.**

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907.

[939]

LLOYD'S REGISTER.

CONSTITUTION OF THE COMMITTEE.

A decision of much importance to the shipping community has just been reached. It has been decided to alter the constitution of the Committee of Lloyd's Register of Shipping in such a way as to provide for the direct representation of shipbuilders and engineers on that influential body, and thus make it—more truly than it is to-day—a merchant shipping council of the nation.

HISTORY OF THE CORPORATION.

(From a correspondent of "The Times.")

The full bearing of the constitutional development announced above will perhaps be fully appreciated without some brief reference to the society's history. The origin of Lloyd's Register dates back to the middle of the 18th century, when a register of shipping was established by underwriters in order to provide themselves with a guide as to the efficiency and seaworthiness of vessels, the hulls or cargoes of which they might be called upon to insure. There are at least three parties primarily concerned in the business of marine insurance—viz., underwriters, shipowners, and merchants; and, looking backwards with the wisdom gained after the event, it is in no way surprising that an institution absolutely controlled by only one of these quite failed to secure general confidence. The shipowners to whose vessels the register was assigned by a body of men whose commercial interests they regarded as different from their own, were naturally the party which felt most aggrieved. Their objections took practical shape, and in 1799 they founded a classification register of their own, which in turn was looked upon with distrust by the underwriters. For many years the two registers ran in keen rivalry, neither of them gaining the confidence of the community or succeeding in establishing itself in an adequately strong financial position. The consequences were most sharply felt by the underwriters of Lloyd's, who saw themselves face to face with the peril of having no register of shipping on which they could rely for the purposes of their business. It was accordingly from Lloyd's, the direct descendant of the 17th century coffee-house kept in Great Tower-street by Mr. Edward Lloyd, that the movement emanated which, after years of difficulty and struggle, achieved in 1834 the remarkable success of fusing the existing registers and establishing Lloyd's Register of British and Foreign Shipping on a broad and representative basis, uniting all the three great interests to which allusion has already been made. The statesmanlike spirit in which the founders of the society laboured provided a constitution which long stood the test of time. They saw that in union was strength, and the administration of Lloyd's Register was placed in the hands of a committee consisting of underwriters, shipowners, and merchants in equal proportions. The society rapidly grew in public confidence, its beneficial influence extended in many directions, and for over three-quarters of a century no alteration was found necessary in the fundamental principles on which the governing body was constituted.

POSITION OF SHIPBUILDERS AND ENGINEERS.

Nowadays, familiar as people are with, at least, the names of immense shipbuilding and engineering establishments, whose staffs include not only armies of workmen but also highly-trained scientific experts, it may seem almost obvious that the three parties enumerated above do not exhaust the categories of those who are interested in the classification of shipping, and that those who build and engine the vessels which have to be classed must also be considered to have a just claim to a voice in the matter. This was not at all obvious to the founders of Lloyd's Register in 1834, when the science of naval architecture was in its infancy, the practice of shipbuilding was a matter of rule of thumb, and large establishments were unknown. The intervening years have seen a marvellous development in this, as in so many other spheres, and, making some reasonable allowance for the natural and healthy conservatism of all great organizations, Lloyd's Register can scarcely be charged with backwardness in realizing the changed conditions. So far back as 1890, the committee, who as trustees for the shipping community, have no other object than to keep the society's rules for the construction and classification of vessels and their machinery fully abreast of the most modern and approved practice, took steps to form a consultative committee composed of representatives of shipbuilders and engineers elected by the principal technical institutions of the country. Twenty years' experience of the working of this committee has now been enjoyed, and in a recent speech Mr. Thomas L. Davitt, the chairman of Lloyd's Register, and one of the most prominent and respected shipowners in the country, referred in the warmest terms to the great advantages which the society had derived from the scientific and practical advice received from the shipbuilders and engineers. Called to discharge a public function, these gentlemen have loyally contributed their quota of knowledge and experience to the common good. Last year, when the society's rules were subjected to a thorough revision, the services of the technical representatives were especially valuable, and the success with which this difficult work—so intimately affecting the great shipbuilding and shipbuilding industries on which our international position largely depends—was carried out may be judged from the fact mentioned by Mr. Davitt that in the course of the 18 months which have passed since the revised rules came into operation plans for over 1,000 new vessels have been dealt with by the society, representing a gross tonnage of over two and a quarter million tons.

FUTURE CLOSER RELATIONSHIP.

It is now not to be wondered at that Lloyd's Register proposes to seek a still closer and more direct co-operation with the shipbuilders and engineers. In however liberal a spirit the functions of a consultative committee are interpreted there is a broad distinction between the powers of such a body and participation in the supreme administration. That wall of division is now to be removed, and shipbuilders and engineers throughout the United Kingdom will be quick to realize not only the increased influence which they gain in the councils of an institution exercising a powerful sway over their own industries, but also the broad-minded recognition of an altered state of things which had brought the society to the shipping community Lloyd's Register has long been a national institution, and it is considered that this latest development will increase the public confidence which it already enjoys. With the greater size, complication, and variety of type of ships and machinery of the present day, and with continual advances which are being made beyond the bounds of experience into untried fields, competent and impartial supervision is not less but more desirable than it used to be. Such supervision gives confidence to all parties, and reduces the evils of competition by bringing the best and most modern practice into general use, thus ensuring efficiency and the attainment of an adequately high standard everywhere.

LORD CREWE ON CHARTERED COMPANIES.

The annual North Borneo dinner was given last month at the Hotel Cecil. Sir J. West Ridgeway presided. The company included Lord Crewe, Lord Redesdale, Mr. E. Dent, Mr. J. A. Maitland, Lord Forster, Major-General Sir A. E. Turner, Sir Mortimer Durand, Mr. R. S. Gundry, Sir Felix Schuster, Sir Richard Martin, the Hon. Mount Stuart Elphinstone, Sir Montague F. Ommamney, Lord Kinnaird, Lord Tenterden, Sir Richard Solomon, Sir Hugh Clifford, Sir W. Baillie-Hamilton, the Governor of British North Borneo (Mr. E. P. Gurney), Sir F. Mirrielees, Vice-Admiral Sir Bouvierie Clark, General Paton, Sir J. D. Rees, Sir Hugh Barnes, Colonel Sir Richard Temple, Colonel Sir W. Bisset, the Hon. C. H. Strutt, Colonel Ivor Phillips, M.P., Mr. W. P. Flynn, Mr. J. Newton, and Mr. H. G. Forbes (secretary of the British North Borneo Company).

The Chairman proposed "The Guests," and referred to the great progress which had been made by the British North Borneo Company. Lord Crewe, in response, said that when he received the invitation to be present he was therefore obliged to apologize for obtaining a handsome entertainment that evening under false pretences (laughter)—although the Secretary of State for India naturally took an interest in all the East. The association of the Colonial Secretary with the State of North Borneo was an easy one, and did not interfere in any way with the administration. The chairman had very rightly called attention to the remarkable work done for the British Empire by chartered companies. It was indeed an interesting study for any man to look back at the way in which that marvellous composite structure which they know as the British Empire had been built up. The work of the various companies had been remarkable. If they looked at America they saw the work of the great Hudson's Bay Company; if they looked at Africa they saw the two Nigerias—two of the most interesting colonies under the Crown, with an almost unlimited future, and that future due in no small degree to the work of the Niger Company. On the opposite side they saw East Africa, not less remarkable and not less promising, which also started under a company; and on the south they saw the great chartered Rhodesia Company, on which the chairman had pronounced the sentence of execution, which might be premature, although, no doubt, the day would come when there would be a united South Africa, and Rhodesia would be part of it. Then, in the office which he had the honour to occupy, they looked back with admiration to the work of the great East India Company. Most of the chartered companies had passed away, for one reason or another—in some cases because the work they had to do became too gigantic to be performed by any body of persons less than the State itself; in other cases their demise was accelerated by sudden and violent causes. So far, however, as he knew, there was no risk that either of those causes would operate to bring about the extinction of the British North Borneo Company. The only conceivable reason, he imagined, which could possibly bring their affairs to a termination and cause them to seek the more direct shelter of the State would be if they obtained such a degree of prosperity that they felt themselves hardly able to bear it. (Laughter.) The chairman had stated that this year had been for the company partly one of sorrow and partly one of prosperity. He believed that the revenue of the company had quadrupled in the past 10 years, which was more than could be said of that of the United Kingdom, and that their expenses of administration absorbed but a comparatively small part of that revenue. He sincerely hoped that the company might continue to prosper. They had admirable sources of revenue—among others tobacco and rubber. A satisfactory feature about the administration of the company was that one heard very little about it—the best possible sign of a careful and well-conducted administration. He had not the pleasure of knowing the late Mr. Cowie (the former chairman and managing director of the company), but it was impossible to glance at the record of the company without realizing that he must have been a very remarkable specimen of the particular men who had done so much to make the British Empire what it was. (Cheers.) In Sir West Ridgeway he was sure that the company had found a worthy successor to Mr. Cowie. He wished every prosperity to North Borneo as an interesting and at the same time most important section of the British Empire (Cheers).

Lord Redesdale proposed "The State of North Borneo," which, he said, he had known from the smallest beginnings until it had reached, after many years of difficulty and of comparative adversity, its present prosperous condition. Having regard to its strategical position, it was very important that North Borneo should have been obtained for the British Empire, and it had been secured for us by the patriotism and courage of Messrs. Dent Brothers—Sir Alfred Dent and Mr. Edward Dent, the latter of whom he was glad to see with them that evening. (Cheers.) The Hon. Mr. Elphinstone responded.

For the toast of "The North Borneo Service," given by Sir Mortimer Durand, Mr. W. H. Penney replied; and the health of the chairman was afterwards drunk, on the proposal of Sir Hugh Clifford.

During the evening an interesting exhibition of bioscopic views of North Borneo was given.

APENTA Natural Aperient Water

For use by
**THE BILIOUS,
THE GOUTY,
THE CONSTIPATED,
and
THE OBESE.**

DOSE:—A Wineglassful before
Breakfast.

A GOOD SET OF TEETH

is of the greatest importance to everyone
for the sake of health and appearance.

ROWLAND'S ODONTO

Thoroughly Cleanses the Teeth from all
Impurities, Whitens and Preserves them,
Radically the Formation of Tartar, Pre-
vents and Arrests Decay, and gives a
Pleasing Fragrance to the Breath.
Contains Nothing Gritty or Acid. 2/6
per box. Sold by Stores, Chemists,
and ROWLANDS, 6, Hatton Garden,
London.

STOMALIX

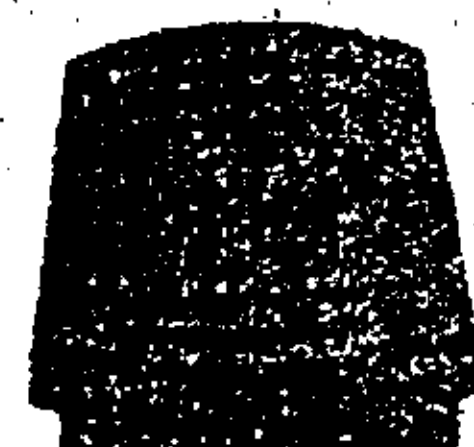
Salt de Carles. Cures Dyspepsia and all per-
cent of Diseases of the Stomach and Intestines,
painful and otherwise.
Distributing Agents:
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

KEATING'S LOZENGES

Mostly Cures
THE WORST COUGH
One given relieves. An increasing
sale of over 50 years is a certain
test of their marvellous value.
Sold in bottles
everywhere.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD.

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

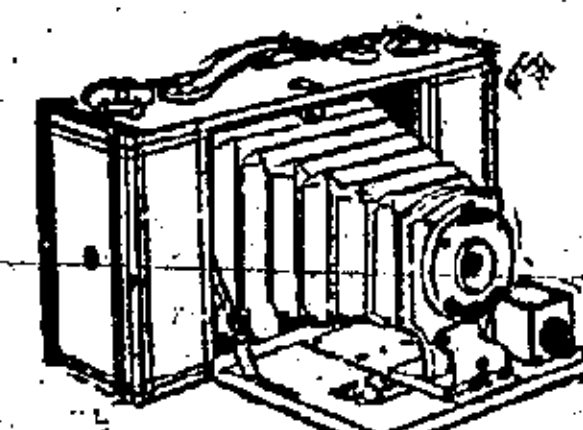


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KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK.
DEVELOPING AND PRINTING A SPECIALITY.

[910]

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

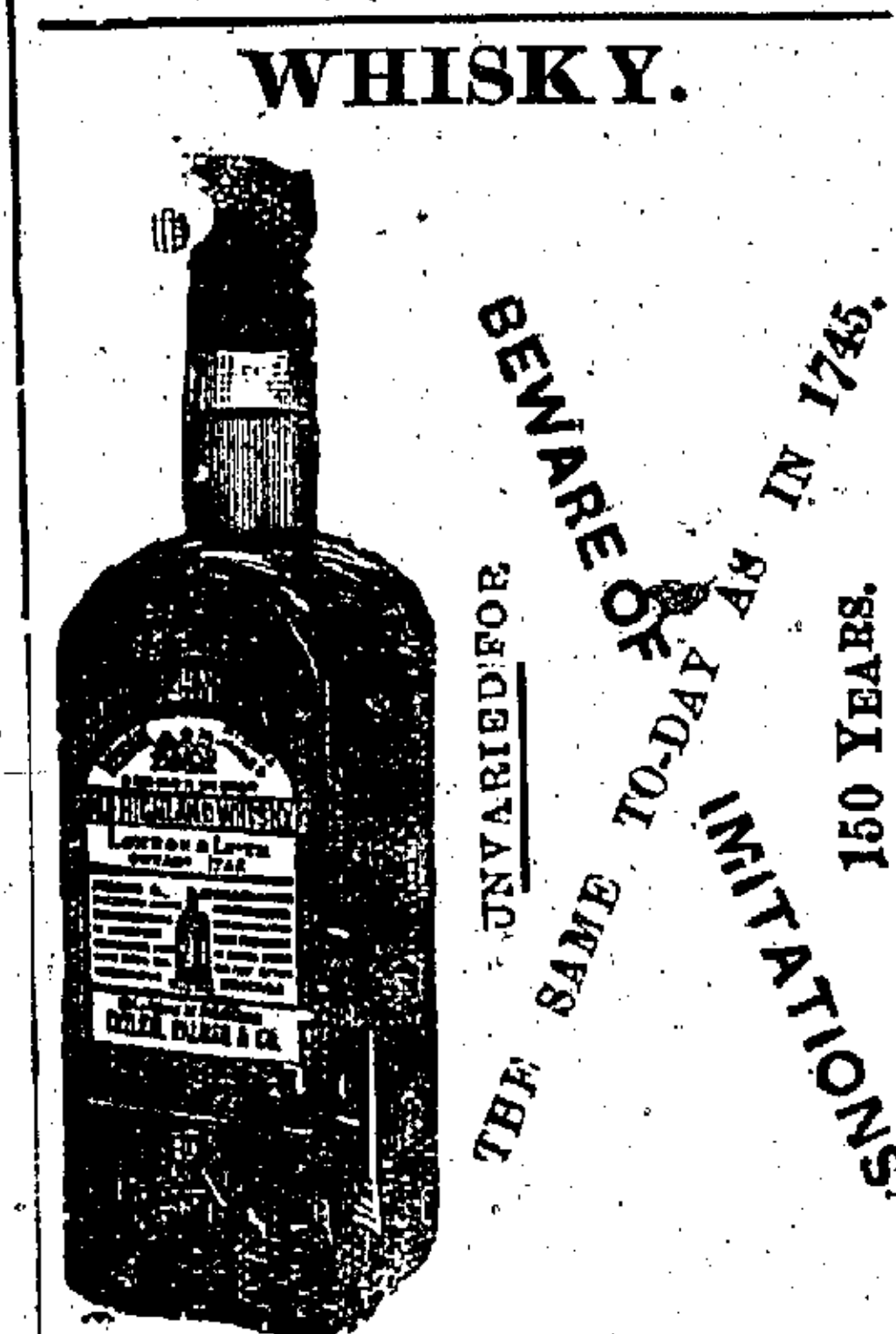
WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.
"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong
No. 22, Museum Road, Corner of Soehow Road, Shanghai. [719]

NAPIER & JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.
and from ALL WINE MERCHANTS. [56]

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of YAKUSIMA
OGHI, MUTABE, HIGO, KANADA,
NAMAZUYA, SATO, SHINREI
and KAMIYAMADA
Collieries.
SOLE AGENTS FOR
KISHIDAKE Coals.

HEAD OFFICE:—MARUNOUCHI,
TOKYO.

BRANCH OFFICES:—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable addresses for above: "IWABAKI"
Codes, AT, ABC 5th Ed., Western Union

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRAHAM & Co.
MANILA: Messrs. MACDONALD & Co

For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [574]

APIOLINE (CHAPOTEAUT)



LADIES' SAFE REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

[100-5]

SINGAPORE, December 26.

The Prices are given in DOLLAR CENTS.
BUTTER MEAT.

[illegible]

STRAITS.

BRISTON, British str., 3,385, T. A. Triggs, 4th Jan.—Cardiff 7th November, Coal.—Admiralty.

RYA, British str., 2,551, J. F. H. Park, 5th January.—Mojoi 29th Dec., Coal.—Shewan, Tomes & Co.

TEYAN, French str., 2,500, Chomienne, 9th Jan.—Manila 4th January.—Bradley & Co.

AND, Norwegian str., 1,519, M. Ericson, 4th Jan.—Geraldton 17th Dec., Sandalwood.—Aagaard, Thoresen & Co.

PEL, Italian str., 2,187, Moressio, 7th Jan.—Bongay and Singapore 30th Dec., General.—Carowitz & Co.

CARLETON, British str., 2,592, John S. Cave, 3rd Jan.—Mojoi 28th Dec., Coal.—Dodwell & Co.

YONGSHING, British str., 1,265, V. M. Liddell, 8th January.—Palau, 6th Jan., General.—Jardine, Matheson & Co.

MINA, American str., 3,168, D. E. Friele, 3rd January.—San Francisco 6th Dec., General.—P. M. S. S. Co.

HINKUA, British str., 1,348, Benson, 8th Jan.—Shanghai 5th Jan., General.—Butterfield & Swire.

HOWTAL, German str., 1,115, Heyonga, 7th Jan.—Hoihow 5th Jan., General.—Butterfield & Swire.

ELARA JENSEN, German str., 1,103, T. Bendixen, 5th Jan.—Haiphong 31st Dec., Coal.—Jensen & Co.

LYMBELINE, British str., 2,175, G. Christ, 9th Jan.—Palo Lombo 1st Jan., Bulk Oil.—Aagaard, Thoresen & Co.

DAGNY, Norwegian str., 882, P. Silveston, 30th Dec.—Dala, 23rd Dec., Beans and Oil.—Aagaard, Thoresen & Co.

DERWENT, British str., 1,560, G. Jenkins, 7th January.—Saigon 3rd January, General.—Chinese.

EMPRESS OF CHINA, British str., 3,046, R. Archibald, R.N.E., 22nd Dec.—Vancouver 30th November, Mails and General.—C. F. R. Co.

FAUSANG, British str., 1,410, H. Malkin, 3rd Jan.—Wakamatsu 29th Dec., Coal.—Mitsui Bussan Kaisha.

FEL, Norwegian str., 860, Andersen, 7th Jan.—Chefoo 1st January, Beans.—Aagaard, Thoresen & Co.

GERMANIA, German str., 600, G. Topsan, 5th Jan.—Sydney via London 30th Dec., Copra and Shells.—Stensen & Co.

HARCHING, British str., 1,267, W. C. Passmore, 8th January.—Sawto 7th Jan., General.—Douglas, Leppaick & Co.

HELENE, German str., 771, Bendixen, 7th Jan.—Sawto 6th Jan., General.—Jensen & Co.

INAHU MARU, Japanese str., 2,885, G. Shimidzu, 6th January.—Mitsui 31st Dec., Coal.—Mitsui Bussan Kaisha.

INDIAN, Danish str., 3,613, C. Jensen, 9th Jan.—Singapore 2nd Jan., General.—Melchers & Co.

KAIPOONG, British str., 987, J. W. Sildford, 7th January.—Hollo 3rd January, Sugar.—Butterfield & Swire.

KALGAN, British str., 1,145, D. R. Davies, 9th Jan.—Hoihow 3rd Jan., Pigs and General.—Butterfield & Swire.

KASHING, British str., 1,143, Lavers, 3rd Jan.—Shanghai 30th Dec., General.—Butterfield & Swire.

KIAN, Ping, Chinese str., 1,222, Danielson, 4th Jan.—China 30th Dec., General.—Tung Lee.

KINDSING, British str., 1,207, Walker, 7th Jan.—Chefoo 2nd January, General.—Jardine, Matheson & Co.

KWANLOKE, Chinese str., 1,468, Lincoln, 8th Jan.—Shanghai 5th January, General.—C. M. S. N. Co.

KWONGSON, British str., 1,428, W. F. Bichard, 9th Jan.—Shanghai and Sawto 5th Jan., General.—Jardine, Matheson & Co.

LOYAL, German str., 1,237, Wegener, 8th Jan.—Hollo 3rd January, Ballast.—Sander, Wieler & Co.

LYCHOW, British str., 1,213, W. Baddeley, 9th Jan.—Chinking 4th Jan., General.—Butterfield & Swire.

MICHAEL JENSEN, German str., 940, J. Petersen, 8th Jan.—Haiphong 5th and Hoihow 6th Jan., General.—Jensen & Co.

MONTAGLE, British str., 6,163, H. Davison, 6th Jan.—Vancouver, B.C., 12th Dec., Mails, Lumber, Salmon, &c.—Canadian Pacific Railway.

NORD, British str., 1,730, Jones, 27th Dec.—Foohow 25th Dec., Rosewood.—Aagaard, Thoresen & Co.

PHREMPENH, British str., 1,056, J. H. Scott, 3rd Jan.—Saigon 28th Dec., Rice.—Wo Fat Sing.

PRONTO, Norwegian str., 833, Thomas Seaberg, 5th January.—Daly via Chefoo 30th Dec., Beans.—Order.

PROSPER, Norwegian str., 927, R. Larsen, 28th Dec.—Daly 22nd Dec., Beans.—Aagaard, Thoresen & Co.

RUEL, American str., 2,737, S. A. Crosby, 7th Jan.—Hollo, Cuba and Manila 5th Jan., General.—Shewan, Tomes & Co.

SABINE RICKMERS, Dutch str., 573, P. Fries, 3rd Jan.—Tamsui 1st January, Ballast.—Asiatic Petroleum & Co.

SHANSHI, British str., 1,223, Pottinger, 4th Jan.—Port Combet 2nd January, General.—Butterfield & Swire.

STANDARD, Norwegian str., 894, A. B. Bull, 6th Jan.—Wakamatsu 30th Dec., Coal.—Order.

SUVEREIN, British str., 4,011, Fred S. Cowley, 3rd Dec.—Vancouver 23rd Nov. and Mojoi 24th December, Flour, Fish and General.—Dodwell & Co.

TEAN, British str., 1,346, A. W. Outerbridge, 6th Jan.—Manila 3rd January, Hemp and Sugar.—Butterfield & Swire.

TEINTAU, German str., 1,032, F. Bucking, 8th Jan.—Bangkok 29th Dec. and Sawto 7th January, Rice and Wool.—Butterfield & Swire.

ULV, Norwegian str., 883, J. Pedersen, 29th Dec.—Bangkok 23rd December, Beans.—Aagaard, Thoresen & Co.

WONGKOL, German str., 1,115, H. Ibbeken, 7th Jan.—Bangkok 29th December, Rice and Maltish str.—Butterfield & Swire.

WUHU, British str., 1,227, J. Meathrel, 4th January.—Haiphong 2nd January, Coal.—Butterfield & Swire.

YATSHING, British str., 1,424, S. J. Payne, 31st December.—Palo Laut 23rd Dec., Coal.—Jardine, Matheson & Co.

SAILING VESSEL.

JUTROPOLIS, British 4-masted barque, 2,532, F. Downs, 16th Nov.—New York 16th Jan., Case oil.—Standard Oil Co.

NOTICE TO CONSIGNEES.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Hongkong, 5th January, 1911. [1]

**SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITTIMI
SEDE IN ROMA.**

— HONGKONG AND SINGAPORE.

having arrived from the above ports. Consignees of cargo by her are hereby informed that the Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns, the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to

CARLOWITZ & Co.,
 Agents.
 Hongkong, 9th January, 1911. [4

ARRIVED.
from Haiphong 7

Gerrard and Mr V. H. Ridgout,
Per Prins Waldemar, for Hongkong, from London,
Sydney, Mr de Grootse and Mr H. E. Seemiller
from Batavia, Prof. Leonard Schultz, Messrs
Bollwinkel, Maess Maat Lenkewitz and Marobach
Maat Plauger; from Manila, Lambert Salinas,
Capt. Emery Rice, Mr W. H. Lambert, Mr E.
J. Lambert, Mr Lahikima Dayaram, Mrs Janes
G. Molloy, Rev. G. W. Dunlap and family, Mrs
and Mrs C. N. Magill, Messrs F. W. Sibbey,
F. Gomez, L. Frunder, J. Canadio, A. Villa,
Paiz, F. Delriguez, H. Adene May, A. F.
Riegger, Paulino, Joe Word, A. K. Moore and child-
ren, and Rev. J. Clerven; for Yokohama, from
Manila, Mrs J. H. Hutton, children and amah.
For Manokwari, from San Francisco, &c., Mr
and Mrs D. Friot, Mr H. W. Graves, Dr. and
Mrs H. J. Howard, Mrs E. J. Howard, Lt. J.
W. Ingelsby, Mr E. C. Julian, Mr R. F. Lucas
and Mr J. M. Nelson.

STEAMERS PASSED THE CANAL.
 December 13th—Dionex, Lotheria, Sazoni
 Begoria. 16th—Yanges. 20th—Beneduce
 Candia, Inverick, Nanagawa Maru, Monmouth
 skire. 23rd—Carmarthenshire, Kitano Maru
 Leeson. 25th—Silvia, Tydeus. 30th—Calaba
 Hudson, Namur, Patrolos, Sarpodon, Spens
 Suan, Yunnan. January 3rd—Benlawers
 Glenest, Orestes, Prinz Eitel Friedrich, Sambor
 6th—Aki Maru, Deucalion, Klei
 16th—Mura. Solah, Tawer.

Jan. 6th—Buyo Mara, Ernest Simons,
Mamu, Senegambia. Tranquebar.

Nothing creates such a good impression
business as the use of First Class Printing.
The difference in cost between good and
printing and material is generally nil.

PRINTING WORKS

[illegible]

HONGKONG.

CHILDREN OF THE

THE VOLUME which consists of 463 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART G.C.M.G. and Dr. A

gives into political conditions in China, makes
"CHILDREN OF FAR CATHAY" an excellent
 volume for presentation to friends at Home.
 Well bound in Yellow Cloth with Chinese
 Emblem in Gold.

Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

SHIPPING.

ARRIVALS.
ANNUA, British str., 1,356, J. B. Harris, 10th Jan.—Shanghai 7th Jan., General—Butterfield & Swire.
ATHOL, British str., 1,310, S. L. Saxby, 9th Jan.—Shanghai 5th Jan., General—Standard Oil Co.
CLARA JENSEN, German str., 10th Jan.—Canton.
DENBIGHSHIRE, British str., 2,483, Barrett, 9th Jan.—Shanghai 6th Jan.—Jardine, Matheson & Co.
FUKU MARU, Jap. str., 4,189, H. Tomimaru, 10th Jan.—Shanghai 4th Jan., Coal—Mitsui Bussan Kaisha.
GOEBEN, German str., 3,150, G. Bolte, 9th Jan.—Yokohama 31st Dec., General—Melchers & Co.
HAIMUN, British str., 641, A. H. Stewart, 10th Jan.—Swatow 9th Jan., General—Douglas, LaPrak & Co.
HAUYAR, Norwegian str., 1,066, Anderson, 10th Jan.—Swatow 9th Jan., Rice—Asgaard, Thoresen & Co.
HOLSTEIN, German str., 1,103, D. Henk, 9th Jan.—Haiphong 7th Jan., Rice and Wood—Jensen & Co.
KIANG PING, Chinese str., 10th Jan.—Canton.
MANCHURIA, American str., 6,750, A. Dixon, 10th Jan.—San Francisco via Japan Ports 13th Dec., General—P. M. S. S. Co.
MANDARIN MARU, Japanese str., 3,245, T. Ota, 10th Jan.—Mitsui 4th Jan., Coal—Mitsui Bussan Kaisha.
MERCOO, Chinese str., 1,339, G. Froberg, 10th Jan.—Shanghai 7th Jan., General—O. M. S. N. Co.
PHUYEN, French str., 1,299, Varinai, 9th Jan.—Hongay 7th Jan., Ballast—Bradley & Co.
PRINZ WALDEMAR, German str., 1,737, Fr. Iscke, 9th Jan.—Sydney 11th Dec., General—Melchers & Co.
SINGAN, British str., 1,047, F. Jamieson, 10th Jan.—Haiphong 8th Jan., Rice and General—Butterfield & Swire.
TATONTS, French str., 900, Salminha, 10th Jan.—Wuhu 4th Jan., Rice—Order.
TURBOAS, Dutch str., 2,953, P. Zwart, 10th Jan.—Bali Papan 2nd Jan., General—Java-China-Japan Lijn.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 10th Jan.
Goeben, German str., for Europe.
Haimun, British str., for Swatow.
Kashan, British str., for Tsingtau.
Prinz Waldemar, German str., for Kobe.
Shamsi, British str., for Hongkong.

DEPARTURES.

10th Jan.
ANGHIN, British str., for Swatow.
CHANGCHOW, British str., for Tamsui.
CHINLI, British str., for Haiphong.
HAICHING, British str., for Swatow.
HELENE, German str., for Hainan.
HSIN CHANG, Chinese str., for Shanghai.
KUTSANG, British str., for Singapore.
KWONGSANG, British str., for Shanghai.
LUCHOW, British str., for Canton.
MEXICO MARU, Japanese str., for Samarang.
PROTEUS, Norwegian str., for Shanghai.
TEAN, British str., for Manila.
THESEUS, British str., for Singapore.

SHIPPING REPORTS.

The British str. **Anhui** reports: Light N.W. and N.E. wind, fine weather.
 The British str. **Denbighshire** reports: Mod. N.W. gale to P.K. S.W. breeze; moderate N.E. monsoon to port.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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THE Company's Steamship

"PERSIA."
 Capt. Giurgovich, will be despatched as above on **FRIDAY, 27TH JAN., AT 2 P.M.**
 This steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 30th December, 1910.

REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SHIMOSA," On 27th Jan.
 For Freight and further information, apply to **TODWELL & Co., Ltd.,**
 Agents,
 Hongkong, 5th Jan., 1911. [158]

"SHIRE" LINE OF STEAMERS, LTD.
 For LONDON AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
 Capt. R. Hayes, will be despatched as above about 2nd February.

The attention of passengers is directed to the excellent accommodation afforded by this steamer at Cheap Rates. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Agents,
 Hongkong, 20th December, 1910. [124]

"SHIRE" LINE OF STEAMERS, LTD.
 For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"DENBIGHSHIRE,"
 Captain W. Barrett, will be despatched as above about 10th January.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Agents,
 Hongkong, 20th December, 1910.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co., Ltd.	To-day, at 5 p.m.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 10th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co., Ltd.	On 21st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	H. E. Evans, R.N.R.	P. & O. S. N. Co., Ltd.	About 25th inst.
LONDON & ANTWERP	PERBROKESHIRE	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 2nd Feb.
COPENHAGEN & BALTIC PORTS	SIAM	Swed. str.	—	—	MELCHERS & Co.	About middle of Jan.
COPENHAGEN	NIPPON	Swed. str.	—	—	OLDF WISE CO., LTD.	Beginning of Feb.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGAVIA	Ger. str.	k. w.	Girtenbrau	HAMBURG-AMERIKA LINIE	On 18th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Enas	HAMBURG-AMERIKA LINIE	On 20th Feb.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 2nd Feb.
HAVRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 15th Feb.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSEILLE'S, HAMBURG & ANTWERP	SAXONIA	Ger. str.	k. w.	Bahl	HAMBURG-AMERIKA LINIE	On 10th Feb.
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 1st Feb., at D'light
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 15th Feb., at D'light
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	G. Bolte	MELCHERS & Co.	To-day, at Noon.
THIESTE, &c. VIA SINGAPORE, &c.	PERSIA	Aus. str.	—	P. Giurgovich	SANDER, WIELER & Co.	On 27th inst., at 2 p.m.
NEW YORK	SHIMOSA	Brit. str.	—	—	DODWELL & Co., LTD.	About 27th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRASAMHA	Am. str.	—	—	SHEWAN, TOMES & Co.	About 21st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 14th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
VICTORIA, C.B. & TACOMA VIA JAPAN, &c.	CHICAGO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
VICTORIA B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
VICTORIA B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th Feb., at Noon
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	SUVERIC	Brit. str.	—	—	THE HAWAII LINE, LIMITED	On 17th inst.
VANCOUVER (Direct)	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst.
CALLAO, ILOQUE, &c. VIA JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 18th Feb., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 14th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Jap. str.	—	—	TOYO KISEN KAISHA	On 21st inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIRO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 17th Feb., at Noon
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 21st inst., at Noon
PORTLAND VIA MANILA & JAPAN	RYUGA	Nor. str.	—	—	MELCHERS & Co.	About 10th inst.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 11 a.m.
KOBE & MOJI	YATSHING	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at Noon
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 11th inst.
NAGASAKI, KOBE & YOKOHAMA	TIPODAS	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
JAPAN	DEFFLINGER	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KINGSING	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI	KWONGSANG	Brit. str.	—	—	MELCHERS & Co.	Beginning of Jan.
SHANGHAI	CHINHUA	Brit. str.	1 m.	—	P. & O. S. N. Co., Ltd.	About 14th inst.
SHANGHAI	SEGOVIA	Ger. str.	k. w.	—	BUTTERFIELD & SWIRE	On 14th inst., at M'night
SHANGHAI, KOBE & YOKOHAMA	LINDRE	Dan. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	CANHA	Brit. str.	—	—	OLDF WISE CO., LTD.	Middle of Feb.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ANNUA	Brit. str.	1 m.	—	SANDER, WIELER & Co.	On 18th inst., at 8 a.m.
SHANGHAI	COLOMBO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	About 20th inst.
SHANGHAI, KOBE & MOJI	YEDDO	Brit. str.	—	—	P. & O. S. N. Co., Ltd.	On 28th inst.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Aus. str.	—	—	HAMBURG-AMERIKA LINIE	Quick despatch
SHANGHAI VIA SWATOW, AMOY & FOOCOW	BUJUN MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LIJN	On 13th inst., at 4 p.m.
SHANGHAI	DEHAI	Ger. str.	k. w.	—	BUTTERFIELD & SWIRE	On 18th inst., at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	SAMBA	Dut. str.	—	—	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 a.m.
SHANGHAI	TIUPANAS	Brit. str.	1 m.	—	DOUGLAS LAPRAKE & Co.	To-day, at 11 a.m.
NINGO & CHINKIANG	WUHU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	—	DOUGLAS LAPRAKE & Co.	On 13th inst., at 11 a.m.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	2 h.	—	DOUGLAS LAPRAKE & Co.	On 17th inst., at 11 a.m.
SWATOW	HAIMUN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW & SHANGHAI	HUNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
SWATOW, AMOY & FOOCOW	HAITAN	Brit. str.	2 h.	—	SHEWAN, TOMES & Co.	To-day, at 4 p.m.
SWATOW, AMOY & FOOCOW	LAITANG	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
HONGAY	CHAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
HAIPHONG	CHIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
HAIPHONG	SINGAN	Brit. str.	1 m.	—	MELCHERS & Co.	On 13th inst., at Noon.
MANILA, ILOILO & CEBU	RUBI	Am. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	—	MELCHERS & Co.	On 13th inst., at Noon.
LOILO & CEBU	KALIFONG	Brit. str.	1 m.	—	CARLOWITZ & Co.	On 19th inst.
KODAT & SANDAKAN	BOHONZO	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
BOMBAY VIA SINGAPORE & PENANG.	CAPRI	Ital. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
BOMBAY VIA SINGAPORE, & COLOMBO	CEYLON MARU	Jap. str.	—	—	—	—
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	1 m.	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TIUMARI	Dut. str.	—	—	—	—

EST ASIATIQUE FRANCAIS THE BANK LINE, LIMITED.

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG
 (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to **P. THOMAS, M.M. Co.'s AGENT.**
 Hongkong, 3rd January, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong, 14th Jan. "EMPRESS OF CHINA" Sat., 14th Jan. "EMPEROR OF IRELAND" Fri., 10th Feb. "EMPEROR OF INDIA" Sat., 11th Feb. "EMPEROR OF JAPAN" Sat., 11th Mar. "EMPEROR OF CHINA" Sat., 8th April "EMPEROR OF IRELAND" Fri., 5th May "EMPEROR OF INDIA" Sat., 18th April "EMPEROR OF JAPAN" Sat., 18th April

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Fast Mail "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers "243" "245" "246" 1st Class Railway "243" "245" "246"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

S.S. "EMPEROR OF INDIA" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missions, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

VANCOUVER, B.C. & SEATTLE VIA SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all the overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offered.

The Steamers of the Line are of the most modern type, have excellent accommodation for passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight and Passage apply to—

THE BANK LINE, LIMITED,
 King's Building, Praya Central.

TELEPHONE No. 780.
 Hongkong, 11th January, 1911.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

TAIKOO DOCK YARD & ENGINEERING CO.
 OF HONGKONG, LIMITED.
 GRAVING DOCK 78' x 88' x 34' 6" Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS, **BUTTERFIELD & SWIRE,**
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI
 SEDE IN ROMA.

STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also PANAMA and TRISTE, all Mediterranean, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI"
 Captain Moresco, will be despatched as above on FRIDAY, the 13th January, at Noon.
 For further particulars regarding Freight and Passage, apply to **CARLOWITZ & Co.,**
 Agents,
 Hongkong, 10th January, 1911. [4]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship
"SUVERIC."

FROM HONGKONG.

On TUESDAY, THE 17TH JANUARY,

To be followed by the Steamers
KUMERIC ... 9th Feb. 1911.
KUMERIC ... 9th March.
SUVERIC ... 4th April.
KUMERIC ... 1st June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.
 For further information regarding rates of freight, etc., apply to **CANADIAN PACIFIC RAILWAY CO.,**
 Hongkong.

Hongkong, 4th January, 1911. [1446]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA."

Captain B. W. H. Snow, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 21st January, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "DELTA," due in London on the 4th March, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **E. A. HEWETT,**
 Superintendent.
 Hongkong, 9th January, 1911. [1]

HONGKONG—BOSTON & NEW YORK.



PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	NILE Capt. E. P. Martin, R.N.R.	5 P.M., 11th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. W. R. Hickey	About 14th Jan.	Freight only.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 20th Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 21st Jan.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA Capt. H. E. Evans, R.N.R.	About 25th Jan.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 11th January, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG	"SHANSHI"	On 11th Jan., Noon.	
LOILOLO & CEBU	"KAIFONG"	On 11th Jan., 4 P.M.	
SWATOW & SHANGHAI	"HONAN"	On 11th Jan., 5 P.M.	
HAIPHONG	"CHIHUI"	On 12th Jan., 10 A.M.	
SHANGHAI	"CHINHUA"	On 12th Jan., 4 P.M.	
NINGPO & CHINKIANG	"WUHU"	On 13th Jan., 4 P.M.	
HAIPHONG	"SINGAN"	On 14th Jan., Noon.	
SAMARANG & SOERABAYA	"SHANTUNG"	On 14th Jan., 4 P.M.	
SHANGHAI	"ANHUI"	On 14th Jan., 4 P.M.	
MANILA	"TAMING"	On 17th Jan., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

VZ—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 11th January, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to—
HONGKONG, 5th November, 1910.

MELOHERS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 13th Jan., at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 17th Jan., at 11 A.M.

For **SWATOW AND RETURN.**
(Occupying 3 Days).

STEAMERS	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 11th Jan., at 11 A.M.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 15th Jan., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blue Pier).
For Freight and Passage apply to—
HONGKONG, 5th January, 1911.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DESTINATION.	STEAMERS.	DATE OF SAILINGS.
COPENHAGEN	"NIPPON"	Beginning of February	
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of February.	

For Freight and Further Particulars, apply to
HONGKONG, 3rd January, 1911.

TELEPHONE No. 171.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"KINGSING"	Wed'day, 11th Jan., 4 P.M.	
KOBE & MOJI	"YATSHING"	Wed'day, 11th Jan., 4 P.M.	
SHANGHAI	"KWONGSANG"	Tuesday, 12th Jan., D'light.	
MANILA	"LOONGSANG"	Saturday, 14th Jan., Noon.	

FOR THE MANILA CARNIVAL.
FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these tickets are exempt from the Head Tax.

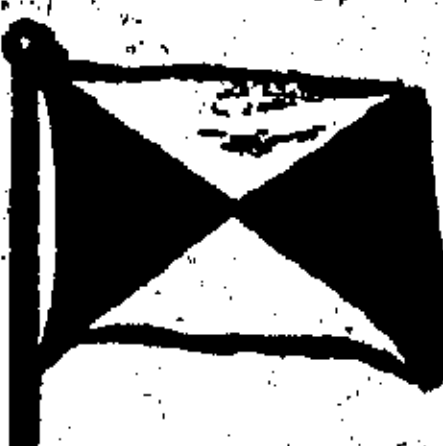
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 11th January, 1911.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

PHILIPPINES S.S. CO.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 11th Jan., 4 P.M.
ZAFIRO	4000	E. Rico	Manila, Cebu & Iloilo	On 18th Jan., 4 P.M.

For Freight or Passage apply to
HONGKONG, 30th December, 1910.

SHEWAN, TOMES & Co.
General Managers.
PHILIPPINES S.S. Co.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SEGOVIA ... 12th Jan.	S.S. BRISGAVIA ... 18th Jan.
S.S. SAMBIA ... 28th Jan.	FOR HAYRE, BREMEN & HAMBURG:
S.S. SILESIA ... 10th Feb.	S.S. SCANDIA ... 19th Jan.
S.S. PREUSSEN ... 27th Feb.	FOR HAYRE, ROTTERDAM & HAMBURG:
S.S. RHEINFELS ... 12th March	S.S. SLAVONIA ... 2nd Feb.
	FOR MARSEILLES, HAMBURG & ANTWERP:
	S.S. SAXONIA ... 10th Feb.
	FOR HAYRE, BREMEN & HAMBURG:
	S.S. SEGOVIA ... 15th Feb.
	FOR ROTTERDAM & HAMBURG:
	S.S. SPEZIA ... 20th Feb.

For Further Particulars, apply to—
HONGKONG, 5th January, 1911.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).
1911.
S.S. KIYO MARU ... 17,200 tons gross ... Sail Feb. 18th, at Noon.
S.S. BUYO MARU ... 10,500 " " " " " April 19th, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " " June 17th, at Noon.
S.S. KIYO MARU ... 11,200 " " " " " Aug. 15th, at Noon.
S.S. BUYO MARU ... 10,500 " " " " " Oct. 14th, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " " Dec. 13th, at Noon.

For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAISHA, King's Building.
HONGKONG, 4th January, 1911.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 25th Jan., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 15th Jan., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 18th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 19th Jan., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.

S. HIROI,
MANAGER

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VUEX ROAD.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATJAP	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJIPANAS	JAVA	Second half of Jan.	SHANGHAI	Second half of Jan.
TJILIWONG	JAVA	Second half of Jan.	JAVA	Second half of Jan.
TJIKINI	SHANGHAI	Second half of Jan.	JAVA	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 7th January, 1911.

Telephone No. 375.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	ATSUTA MARU Capt. Wm. Thompson, 9,000		WED'DAY, 18th Jan., at Daylight
	HITACHI MARU Capt. N. Mathieson, 7,000		WED'DAY, 1st Feb., at Daylight
	MIYASAKI MARU Capt. T. Mura, 9,000		WED'DAY, 15th Feb., at Daylight
	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY, 28th Jan., from Kobe
VICTORIA B.C. & SEATTLE	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 31st Jan., at Noon.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 28th Feb., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 20th Jan., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler, 6,000		FRIDAY, 17th Feb., at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. M. Winckler, 6,000		WED'DAY, 18th Jan., at Noon.
KOBE and YOKOHAMA	COLOMBO MARU Capt. E. Combes, 5,000		TUESDAY, 17th January.
BOMBAY via SINGAPORE, and COLOMBO	KITANO MARU Capt. F. E. Cope, 9,000		THURSDAY, 19th Jan., at 11 A.M.
	CEYLON MARU Capt. Fred. Fyne, 6,000		THURSDAY, 19th January.

\$ Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	7000	15th "	" " " 2nd Class S 360.00
HIRANO	9000	29th "	" " " 1st Class S 540.00
TANGO	8000	12th April	" " " old str. 1st Class S 500.00
KAMO	9000	26th "	" " " 2nd Class S 350.00
AKI	7000	10th May	" " " 2nd Class S 350.00
MISHIMA	9000	24th "	" " " 2nd Class S 350.00

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S 230
TAMBA	7000	25th April	" " " 2nd Class S 221
AWA	7000	23rd May	To London via New York: 1st Class S 260
			via St. Lawrence: 1st Class S 259

For further information as to Freight, Passage, Sailings, etc., apply at
14-40
T. KUSUMOTO, MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF
INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND
FOR THE TURIN EXHIBITION OF 1912.

Head Office for the Far East:—

16, DES VUEX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

6621

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *Oefflinger*, carrying the German Mails with dates from Berlin of the 14th ult., left Singapore on the 8th inst., at 9 a.m., and may be expected here on or about the 15th inst., at 6 a.m.

THE AUSTRALIAN MAIL.
The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 3rd instant for Manila and this port.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 5th instant, and is expected here on the 16th instant.

THE AMERICAN MAIL.
The P. M. S.S. Co. str. *Asia* sailed from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 24th inst.

THE INDIAN MAIL.
The Indo-China str. *Kamsang* from Calcutta and the Straits left Singapore for this port on the 31st ultimo.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C., on the 23rd ultimo p.m., for Hongkong via usual ports of call.

MERCHANT STEAMERS.
The North German Lloyd str. *Bornes* left Sandakan on the 5th instant p.m., and may be expected here to-day.

The T.K.K. str. *Kyo Maru* left Callao for this port via Mexican ports, Honolulu, and Japan ports, on the 30th Nov.

The P. & A. S.S. Co.'s chartered str. *Strathfillan* sails from Portland on the 15th ultimo, via Japan ports for Hongkong.

The Mogul Line str. *Gharu* sailed from the United Kingdom on the 5th instant for Hongkong via the Straits.

The H.A. Line str. *Segovia* left Singapore on the 7th instant a.m., and may be expected here on or about the 14th instant.

The str. *Glentworth* left London on 25th Nov. and is due here on or about 14th inst. a.m.

The P. & O. S. N. Co.'s str. *Candia* left Singapore for this port on the 8th instant, at 6 a.m., and is due here on the 14th instant, at about 8 a.m.

The P. & A. S.S. Co. str. *Ryggja* is due to arrive at Hongkong on the 16th instant.

The N.Y.K. str. *Atsuta Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 4th inst., and is expected here on the 16th instant.

The T.K.K. str. *Chiojo Maru* sailed from Yokohama on the 9th instant, and is due to arrive at Hongkong on the 20th inst.

The O.S.K. str. *Chicago Maru* from Tacoma, left Kobe for this port on the 21st inst., and is expected to arrive here on or about the 21st instant.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN, (GERMANY).

A Small Sample Lot of
MUSICAL INSTRUMENTS, VIOLINBOWS, ETC.
FOR SALE.

At Reduced Prices in Order to Clear the Sample Stock.

PLEASE APPLY TO THE SOLE AGENT:

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-21

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Derfflinger*, with the German Mail, of the 14th December left Singapore on Sunday, the 8th instant, at 9 a.m. and may be expected here on or about Friday, the 13th instant at 5 a.m.

The *Oceanic*, with the French Mail of the 16th December, left Singapore on Tuesday, the 10th inst. at 5 a.m., and may be expected here on or about Tuesday, the 17th inst., at daylight.

FOR	PER	DATE
Swatow, Singapore and Bangkok	Anglin	Wednesday, 11th, 9.00 A.M.
Singapore, Penang and Colombo	Denbighshire	Wednesday, 11th, 10.00 A.M.
Swatow	Haiman	Wednesday, 11th, 10.00 A.M.
Hongkong	Shant	Wednesday, 11th, 10.00 A.M.

EUROPE, & C. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	Wednesday, 11th, 1.15 P.M.
Hai Phong	Clara Jensen	Wednesday, 11th, 2.00 P.M.
Kobe and Moji	Yathong	Wednesday, 11th, 3.00 P.M.
Nagasaki	Yathong	Wednesday, 11th, 3.00 P.M.
Shanghai	Yathong	Wednesday, 11th, 3.00 P.M.
Ponape, Nauru and Ocean Island	Yathong	Wednesday, 11th, 4.00 P.M.
Swatow, Amoy and Foochow	Yathong	Wednesday, 11th, 4.00 P.M.
Singapore, Penang and Bombay	Yathong	Wednesday, 11th, 4.00 P.M.
Ningpo and Chinkiang	Yathong	Wednesday, 11th, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

Batavia, Cheribon, Samarang and Sourabaya

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

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COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

January 10th.

ON LONDON :—		
Telegraphic Transfer	1/10 3/4
Bank Bills, on demand	.....	1/10 3/4
Bank Bills, at 30 days' sight	.....	1/10 3/4
Bank Bills, at 4 months' sight	.....	1/10 3/4
Credits, at 4 months' sight	.....	1/10 3/4
Documentary Bills 4 months' sight	.....	1/10 3/4
ON PARIS :—		
Bank Bills, on demand	.....	23 1/2
Credits, at 4 months' sight	.....	23 1/2
ON GERMANY :—		
On demand	.....	189 1/2
ON NEW YORK :—		
Bank Bills, on demand	.....	45 1/2
Credits, at 60 days' sight	.....	46 1/2
ON BOMBAY :—		
Telegraphic Transfer	.....	137 1/2
Bank, on demand	.....	137 1/2
ON CALCUTTA :—		
Telegraphic Transfer	.....	137 1/2
Bank, on demand	.....	137 1/2
ON SHANGHAI :—		
Bank, at sight	.....	74
Private, 30 days' sight	.....	74 1/2
ON YOKOHAMA :—		
On demand	.....	90 1/2
ON MANILA :—		
On demand—Pesos—	.....	91
ON SINGAPORE :—		
On demand	.....	79
ON BATAVIA :—		
On demand	.....	111
ON HAIPHONG :—		
On demand	.....	11 1/2
ON SAIGON :—		
On demand	.....	11 1/2
ON BANGKOK :—		
On demand	.....	83
SOVEREIGNS, Bank's Buying Rate	.....	\$10.75
GOLD LEAF, 100 fine, per tael	.....	\$55.90
BAR SILVER, per oz.	.....	25 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$7.12 discount.
Chinese	10	\$7.20
Hongkong	20	\$6.95
Hongkong	10	\$7.10

SHARE LIST.—QUOTATIONS.

HONGKONG, JANUARY 10TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$800, sellers
National Bank of China, Limited	99,925	\$7	46	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$5, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7, buyers
COTTON MILLS.—				
Euro Cotton Spinning & Weaving Co., Ltd.	40,000	Tls. 50	Tls. 50	Tls. 35, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 100	Tls. 100	Tls. 45, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 45, sellers
Leong-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 48, sellers
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 247 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$18, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53, sellers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$5, buyers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 97 1/2
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	\$5	\$5, buyers
Fenwick & Co., Limited	400,000	\$10	\$10	\$34, sales
Green Island Cement Co., Limited	7,000	\$10	\$10	\$205, buyers
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$100, buyers
Hongkong Hotel Company, Limited	8,000	\$25	\$25	\$65, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$120, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$17, buyers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, buyers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$20, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$37 1/2, buyers
Hongkong Fire Insurance Co., Limited	2,000	\$250	\$50	\$135, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$27 1/2, buyers
Union Insurance Society, Limited	12,000	\$100	\$60	\$190, buyers
Yongtze Insurance Association, Limited	12,000	\$100	\$100	\$190, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$10	\$99, buyers
Hampshire's Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$33 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	Tls. 50	Tls. 100, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$40, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$40, buyers
MINE.—				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700, buyers
Road Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$3, buyers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$8, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$124, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7 1/2, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$20, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$30, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$5, bn. L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$12, buyers
South China Morning Post, Limited	10,000	\$25	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5 1/2, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$2 1/2, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	5,000	\$10	\$10	\$11 1/2, sellers
United Asbestos Oriental Agency, Limited	9,900 pref.	\$10	\$10	\$300, buyers
Union Waterheat Co., Limited	100 shares	\$10	\$10	\$65, buyers

Loans Amount Value Interest Quotation.
Chinese Imperial 1886 Tls. 767,200 Tls. 250 7% p. annum Par.
VERNON & SMYTH, Share Brokers.

HONGKONG TIDE TABLE.

From January 11th to 17th, 1911.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Wed.	11	h. 6.46	ft. 4.8	h. 0.46	ft. 2.4
Thurs.	12	h. 6.22	ft. 7.1	h. 1.35	ft. 3.4
Fri.	13	h. 6.00	ft. 9.4	h. 1.43	ft. 1.6
Sat.	14	h. 5.48	ft. 11.7	h. 1.58	ft. 3.6
Sun.	15	h. 5.10	ft. 14.0	h. 2.23	ft. 1.0
Mon.	16	h. 4.42	ft. 16.3	h. 2.58	ft. 3.6
Tue.	17	h. 3.58	ft. 18.6	h. 3.17	ft. 0.5

The Smoking Mixture of
Many Merits.

WILL'S CAPSTAN MIXTURE

Skilfully blended of carefully selected growths of Leaf, it will be found perfect in combustion and a delightfully cool and sweet smoke of delicate aroma.

"Let those smoke now who never smoked before
And those who always smoked now smoke the more."

Mild, Medium and Full
Strengths.

SOLD EVERYWHERE.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above
Company is its
**STERILIZED
NATURAL MILK.**
A trial of which will satisfy you of its
EXCELLENCE.

PRICE:
20 Cents Per Tin.
\$2.30 For Doz. Tins.
\$9.00 For Case of 4 Doz. Tins.
ON SALE AT—
LANE, ORAWFORD & Co.
SWAN TIE, Queen's Road Central.
CHONG TIE, Queen's Road Central.
MAN YEE, Queen's Road East.
NAN HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Cause Road.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. J. I. Andrew	Mr. R. Lucas
Mr. J. H. Baughman	Mr. K. A. Massey
Mr. G. H. B. Ister	Mr. H. F. May
Mr. P. W. Horok	Mr. J. McDowell
Mr. D. Clark	Mrs. A. McDowell
Mr. & Mrs. A. B. Crew	Mr. and Mrs. F. E. McHugh
Capt. G. W. Ellis	Mr. R. N. McLean
Mr. A. F. F. F.	Mr. & Mrs. F. D. Meier
Mr. G. H. Gallagher	Mr. W. Meers
Mr. Groth	Miss Moore
Mr. J. H. G. G.	Mr. R. Mortimer
Mr. & Mrs. F. H. G.	Mr. A. B. Moulder
Capt. & Mrs. P. Bennett	Mr. M. F. Murray
Mr. J. B. B.	Mr. L. H. Needham
Mr. J. B. B.	Mr. F. Nickle
Mr. B. B.	Mr. and Mrs. P. D.
Mr. F. T. Chapple	Mr. Northcote
Mr. E. J. Chubb	Mr. & Mrs. R. S. Oakley
Mr. P. T. Chivers	Mr. H. Briggs
Mr. W. E. Clarke	Mr. Y. D. O'Connell
Mr. A. S. Cobden	Mr. J. C. Ogden
Mr. E. H. Colleyshaw	Mr. N. W. Oliver
Mr. H. L. Condon	Mr. E. M. Page
Hon. Mr. W. Rees Davies	Mr. A. C. F. Perry
Miss S. Davies	Mr. E. Perry
Mr. N. C. Dewar	Mr. W. P. Pritchard
Comdr. W. A. Edgar	Mr. E. H. Ray
Comdr. F. Ehrhardt	Mr. R. E. Ree
Mr. and Mrs. H. C. Ehrenfeld	Mr. C. H. Reiss
Mr. E. Erant	Miss T. P. Robinson
Mr. W. N. Finlayson	Miss Rooney
Mr. H. G. Fisher	Mr. S. H. Rose
Mrs. Fowler & child	Mr. H. Rose
Capt. E. C. Foy	Mr. E. S. Schalde
Mr. & Mrs. Fry & infant	Mr. & Mrs. F. H. Seaverance
Mr. H. Gill	Miss Sibley
Mr. V. Goulbourn	Mr. H. H. Solomon
Mr. & Mrs. C. B. Graves	Dr. & Mrs. A. Spalding
and child	Hon. Mr. & Mrs. E. A. Havett
Mr. L. Heselup	Miss Hight
Capt. T. P. Hall	Dr. S. Hough
Mr. J. C. Hamilton	Mrs. J. Howe
Hon. Mr. & Mrs. E. A. Havett	Mr. C. Humphreys
Miss Hight	Mr. C. Van Hunt
Dr. S. Hough	Mrs. C. M. Jack
Mrs. J. Howe	Miss N. Jastig
Mr. C. Humphreys	Mrs. O. Jastig & maid
Mr. C. Van Hunt	Mr. E. C. Jastig
Mrs. C. M. Jack	Mr. L. C. Kerran
Miss N. Jastig	Mr. P. H. Kilmanek
Mrs. O. Jastig & maid	Capt. W. G. Lambert
Mr. E. C. Jastig	Miss E. J. Lambert
Mr. L. C. Kerran	Mr. and Mrs. E. Lancaster
Mr. P. H. Kilmanek	Mr. W. O. Law
Capt. W. G. Lambert	Mr. & Mrs. H. D. Law
Miss E. J. Lambert	Mr. J. H. Little
Mr. and Mrs. E. Lancaster	Mr. G. T. Lloyd</